

**A FUTURE READY
CABONNE**

**TRANSPORT
ASSET
MANAGEMENT
PLAN**

2025 - 2029



CABONNE COUNCIL

Transport Asset Management Plan

Document Control					
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1. Executive Summary

Council's intention is to provide the Local Government Area with a transport network that is serviced and maintained to a level which reflects the community's expectations and operates in a manner that is both functional and cost effective. The Transport network had a fair value of **\$371.78 million** on the 30 June 2015.

This plan assists Council in the decision making process and is presented at a high level to provide key information that can be used in the determination of levels of service and funding required. Table 1.1 identifies the asset categories in this plan, the twenty (20) year average costs. Any funding gap between the available renewal budget and predicted renewal requirements will be updated in the next revision of this plan after the complete condition assessment and revaluations of transport assets in 2019/2020.

Table 1.1: Transport Asset Portfolio Overview (2018 \$,000)

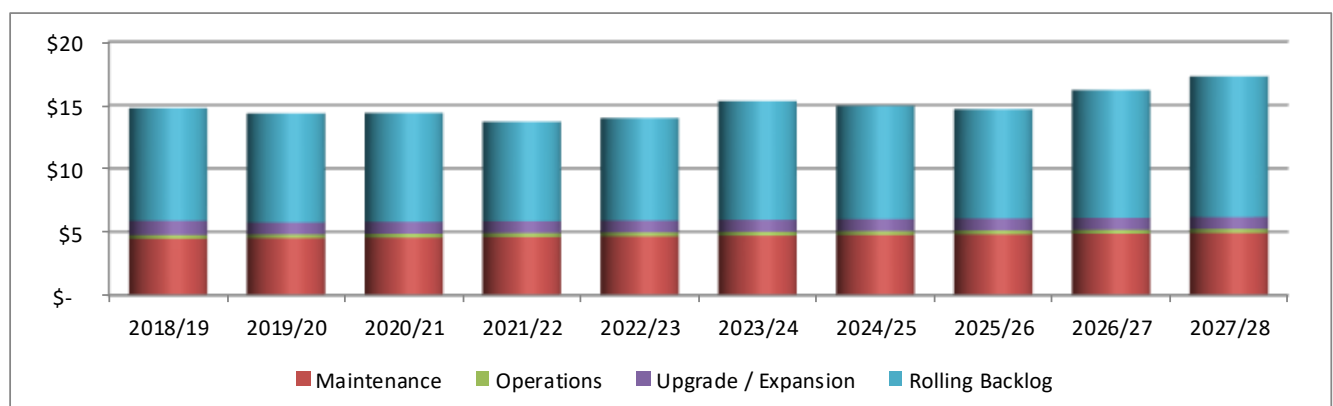
Asset	Operation & Maintenance	Renewal Budget	Upgrade & New*	Funding Gap	Backlog (year 1)	Backlog (year 10)
Sealed Roads	1,147	2,782	947	376	1,448	1,866
Un-Sealed Roads	1,668	1,044		126	354	1,024
Regional Roads	922	1,834		-524	450	-3,575
Kerb & Gutter	233	74		51	0	156
Pathways	175	123		72	172	400
Culverts	0	0		426	3,689	3,689
Bridges	300	0		403	1,468	4,394
Guardrail	0	0		52	178	665
Other Assets	0			0	0	
	4,446	5,857	947	981	7,758	8,617

Notes:

1. Budget Figures are the 20-year annual average amounts in 2018 dollars, extracted from the 18/19 budget
2. Culvert and Road Structures Maintenance is included in the Sealed/Unsealed Maintenance Budget

Figure 1.1 identifies the proposed expenditure over the next 10 years together with the backlog.

Figure 1.1: What will we spend over the next 10 years (2018 \$M), and what is unfunded?

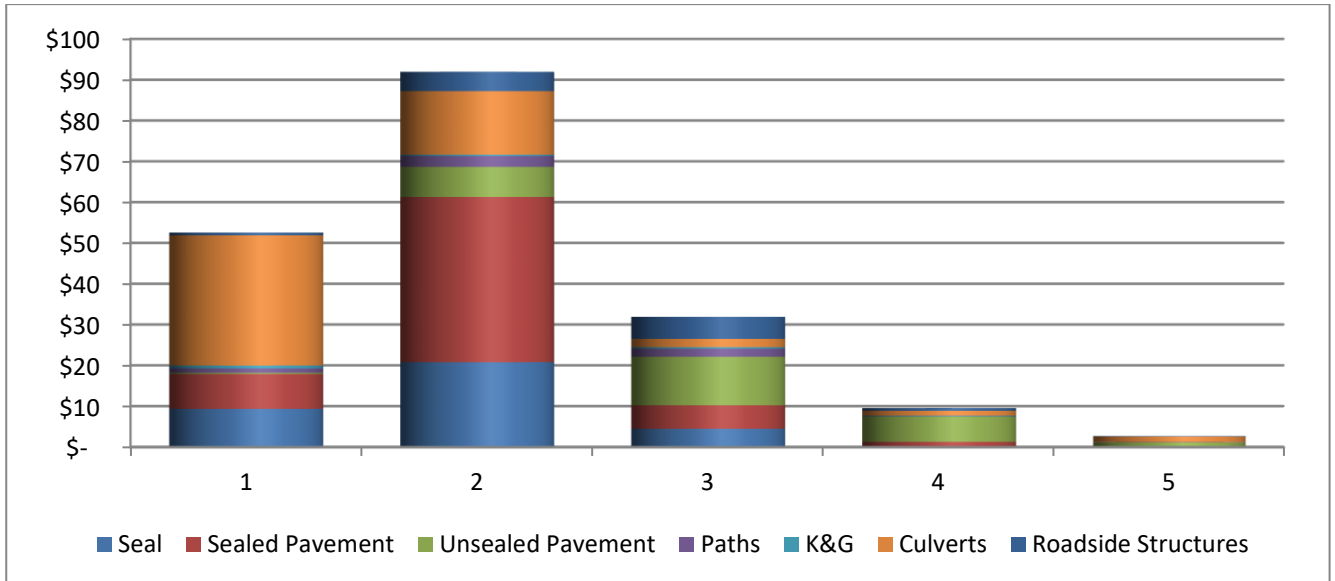


While Council has identified desirable upgrade/expansion projects, specific timelines have not been allocated to these projects.

The current condition of our assets is shown in Figure 1.2 based on the replacement value of each asset component in each condition, ranging from 1 (new) to 5 (failed).

Transport Asset Management Plan

Figure 1.2: What condition are our assets in (2018 \$M)?



The process of managing our transport assets is one of continually improving the knowledge Council has including maintaining up to date asset registers, condition ratings, and the cost of work on the asset and the rate at which assets deteriorate and reach their intervention level. Section 12 contains details of the assumptions made and plans to further improve the details contained in the next plan.

2. Strategic Objectives

Council operates and maintains the Transport assets to achieve the following strategic objectives.

1. Ensure the asset is maintained at a safe and functional standard as set out in this asset management plan.
2. To encourage and support the economic, social and tourist development throughout the Council area.
3. Ensure that Transport Assets are managed to deliver the requirements of Council's Asset Management Policy and Asset Management Strategy.

Cabonne Council developed a comprehensive community engagement strategy to ensure a broad range of opinions; ideas and visions were captured to help shape the Cabonne Community Strategic Plan. The outcomes & strategies supported by that plan are detailed in the Asset Management Strategy.

To assist in the delivery of the objectives in this plan, a number of key documents & systems have been prepared and should be referred to in considering the findings presented:

Table 2.1: Where can I find additional information?

Document / System	Content
Community Strategic Plan	Outcomes and Strategies identified by the community
Council Asset Policy	How we manage assets
Asset Management Strategy	Overall direction of asset management and portfolio summary
Asset Management Manual	Procedures and Processes that guide the management of assets (currently drafting)
Condition Assessment Manual	Details on the process of assessing condition, including photographic examples of various conditions (currently drafting)
Enterprise Risk Management Plan	The identification and management of risks across Council operations
Asset Class Definitions	The definitions for classifying assets into their classes as per reporting requirements
Asset System (Assetic)	Electronic system that contains the asset register, condition ratings and used to model future renewals
GIS (MapInfo Professional)	Geographical information system that produces maps of assets
Cabonne Council Strategic Works List	Transport works that have been identified as desirable future upgrades to the network
Cabonne Pedestrian Access and Mobility Plan 2014.	Recommends a range of pedestrian improvements throughout the LGA
Cabonne Bike Plan 2014.	Recommends a range of cycling improvements throughout the LGA
Aus-Spec Manuals	Describe Council's standards and methodologies for maintenance.

The Cabonne 2025 Community Strategic Plan Outcomes supported by the Transport AMP include:

- 1.1 - A safe, efficient and quality urban and rural transport system for vehicles and pedestrians on Council's local, regional and state road network.
- 1.3 - A range of transport options in to, out of, and around Cabonne are affordable and available.
- 1.4 - Transport infrastructure meets agricultural needs to get goods to and from market.
- 1.5 - Access to major metropolitan markets enables the growth of tourism.
- 4.3 - Beautiful towns and villages with historic assets are cared for and preserved.
- 4.5 - A Council that is effective and efficient.

3. Services Provided & Classification

Council provides Cabonne with Transport Infrastructure to enable the safe movement of pedestrians, cyclists, motorists, freight and stormwater.

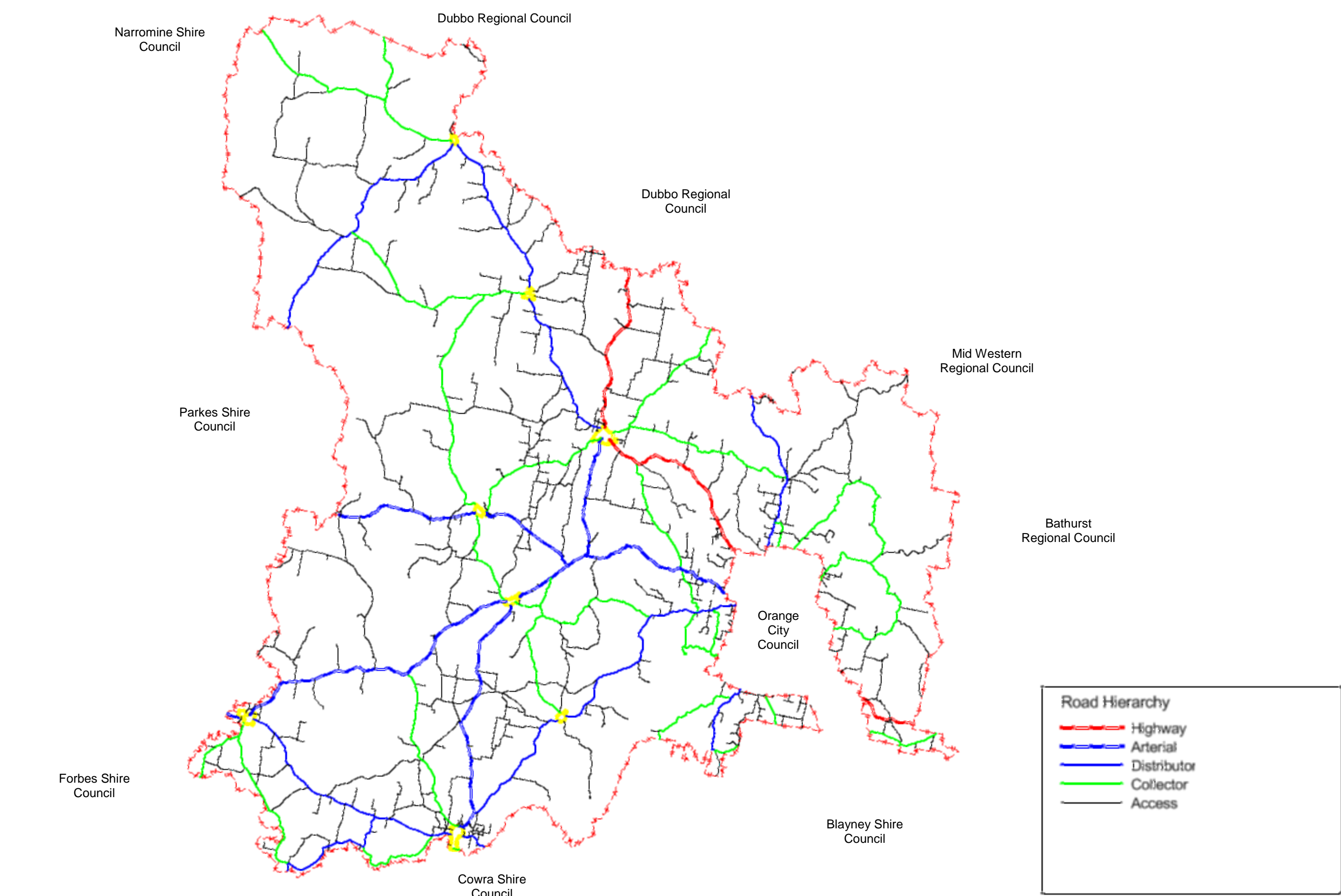
The establishment of a hierarchy for roads provides a useful tool in the planning of transport systems and ensuring the efficient allocation of resources to roads based on maintaining levels of service appropriate to their function. Council's road hierarchy consists of:

1. **Arterial** – Predominantly carries through traffic from one region to another, forming the principal avenue of communication for traffic movements. It is the top level of road / asset in the hierarchy and all Arterial roads within Cabonne are RMS.
2. **Distributor** – Connecting arterial assets to areas of development, and carrying traffic directly from one part of a region to another. This includes all Regional Roads and Cadia Road.
3. **Collector** – Collects and distributes traffic in an area, as well as serving abutting property.
4. **Access** – Used primarily for access to abutting properties.

The transport assets had a fair value of \$448,204,161 on the 30 June 2015, and details of the major components are contained in Table 3.1 together with their renewal cost.

Table 3.1: What is provided (2016 \$,000)?

Classification	Asset	Dimension	Total Replacement Cost (\$, 000)
Arterial	Sealed Roads	0 km	0
Distributor	Sealed Roads	220.8 km	60,992
Collector	Sealed Roads	331.0 km	81,139
	Un-Sealed Roads	68.0 km	9,535
Access	Sealed Roads	287.1 km	64,750
	Un-Sealed Roads	1017.2 km	94,158
Road Total		1924.0 km	310,574
All	Kerb and Guttering	58.5 km	11,595
All	Footpaths	31.7 km	5,850
All	Roadside Structures	166 units	1,562
All	Bridges	55 units	40,169
All	Bridge Sized Culverts	95 units	15,784
All	Rural Culverts	3564 units	52,015
All	Urban Culverts	804 units	10,655
Grand Total			448,204



4. Levels of Service and Performance Measures

One of the basic tenets of sound asset management practice is to provide the level of service the current and future community want and are prepared to pay for, in the most cost effective way (NZ NAMS 2007)

Transport assets have been categorised into classes to assist in the determination of Levels of Service (LOS) which are grouped into:

- Community LOS – relates to how the community receives the service in terms of safety, quality, quantity, reliability responsiveness, cost efficiency and legislative compliance; and
- Technical LOS – are the technical measures of performance developed to ensure the minimum community levels of service are met.

Table 4.1 outlines what the community desires for each asset Category and how Council will deliver it.

Table 4.1: What does the Community want?

CSP Link	Asset	The Community Wants (Community LOS)	How we Deliver this (Technical LOS)	Target	Current
1.1, 1.3, 1.4, 1.5, 4.3, 4.5	Sealed Roads	Sound, smooth roads free of defects	All sealed roads will be maintained at condition 3 or higher	< 1% in condition 4 or 5	1.7% in condition 4 or 5
1.1, 1.3, 1.4, 1.5, 4.3, 4.5	Unsealed roads	All weather access provided to everyone	All unsealed roads will be maintained at condition 4 or higher	< 2% in condition 5	4.4% in condition 5
1.1, 4.3, 4.5	Kerb and Gutter	Water doesn't flow into properties and doesn't pool on kerbs or kerb laybacks for more than 2 days	All Kerb and Gutter will be maintained at condition 3 or higher	< 5 CSR per year	3 (2015)
1.1, 1.3, 4.3, 4.5	Footpaths	Sound, non slippery pathways provided to enable safe travel throughout the City	Paths rehabilitated at or prior to a trip hazard height reaching 30 mm All footpaths will be maintained at condition 3 or higher	< 5 CSR per year, No injury incidents	2 CSR (2015) 1 incident (2015)
1.1, 4.3, 4.5	Roadside Structures	Facilities to safely cross road as pedestrians, to protect against roadside hazards as motorists	Blisters and Medians will be maintained at condition 3 or higher and clearly delineated Guard rail will be replaced after an accident	< 5 CSR per year, No injury incidents	1 (2015) No incidents (2015)
1.1, 1.3, 1.4, 1.5, 4.3, 4.5	Bridges and Rural Culverts	Bridges and Culverts are accessible during periods of moderate rainfall.	Hydraulic capacity caters for at least a 1 in 20 year storm	All culverts and bridges are structurally sound	2 bridges load limited 57 culverts requiring investigation/ action
1.1, 1.3, 1.4, 1.5, 4.3, 4.5	Urban Culverts	Residential and Commercial structures do not have water channelled into the premises	Hydraulic capacity of urban drainage systems caters for at least a 1 in 20 year storm	All culverts structurally sound	0 culverts requiring action

5. Condition of Our Assets

Council undertook the Transport Assets Revaluation in 2015 where conditions were accurately collected for all Transport Assets. Council is currently drafting a Condition Assessment Manual that details the methodology, frequency of inspection and condition rating to be used for all assets as per the revaluation. Council recently purchased new Asset Management System - Assetic to manage better all council's assets in one system. Council is currently working with Assetic Team to configuring the system and migrating Transport Asset Register into Assetic. Assetic will be used to predict the timing of renewal / maintenance requirements in the Long Term Financial Plan.

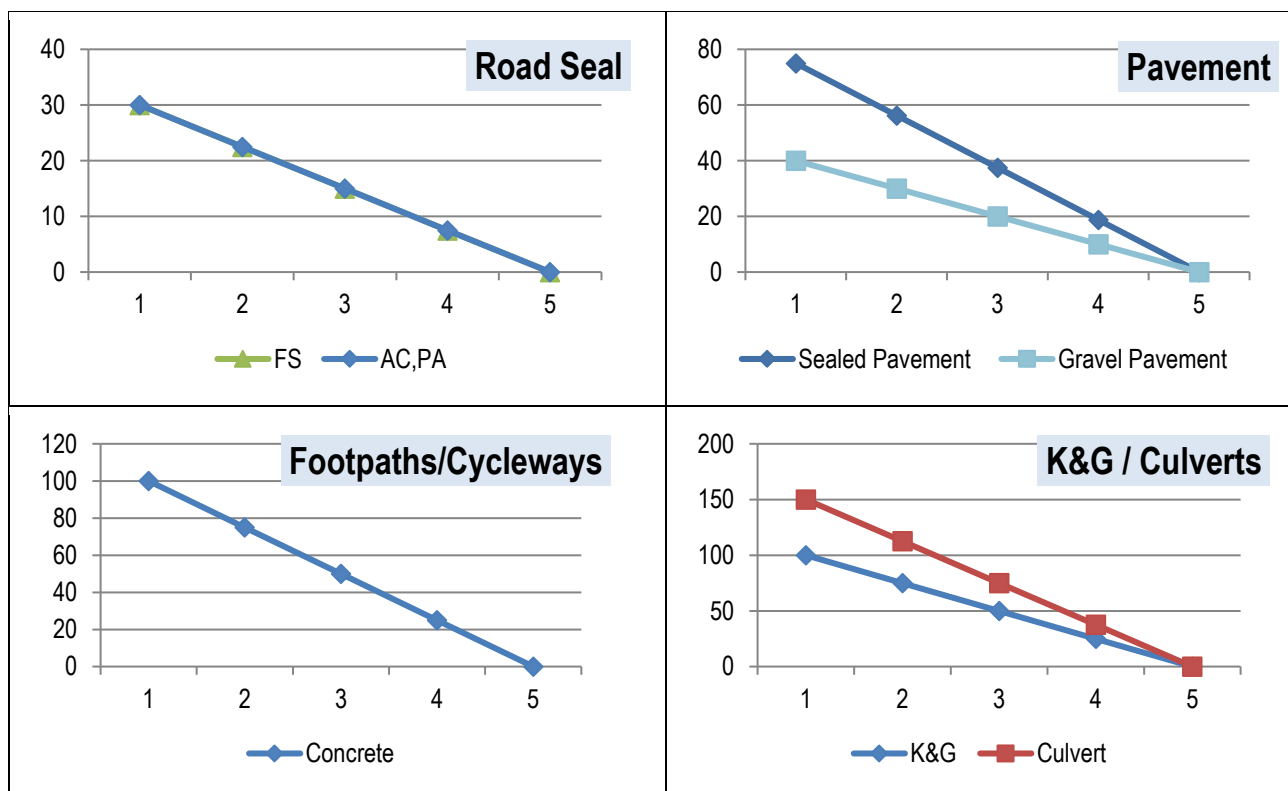
Assets are rated on a 1 (Near New) to 5 (Completely Failed) scale consistent with the Integrated Planning and Reporting model (2013, p. 90) and advanced asset management practices as outlined in the IPWEA International Infrastructure Management Manual (2015). Details on how Council assesses condition and further information on the rating scale will be contained in the Condition Assessment Manual.

The intent of Council is to undertake renewal on an asset when it reaches its 'Intervention Level', that is the condition at which the community has determined renewal is required based on the LOS analysis. Typically, assets will be renewed between condition 3 & 4 which ranges from fair/poor to very poor depending on their classification.

Deterioration profiles have been developed that track the rate of deterioration expected over time for each asset group. The starting point for these models uses the 'straight line' methodology as outlined in the Accounting Practice Guidelines. These profiles will be revised as more data is collected. This information is used in our models to determine when an asset is expected to be due for renewal, noting that assets will only be renewed when they reach their intervention condition, not based on their age.

Figure 5.1 provides examples of several deterioration profiles used with the vertical axis showing the years remaining at a particular condition. For example, a Road Seal at condition 3 will last 15 years until complete failure at condition 5.

Figure 5.1: At what rate do we expect our assets to deteriorate?



Using the information from the profiles in Figure 5.1 and the intervention level set for the class of an asset we can determine the expected useful lives of our assets as detailed in Table 5.1.

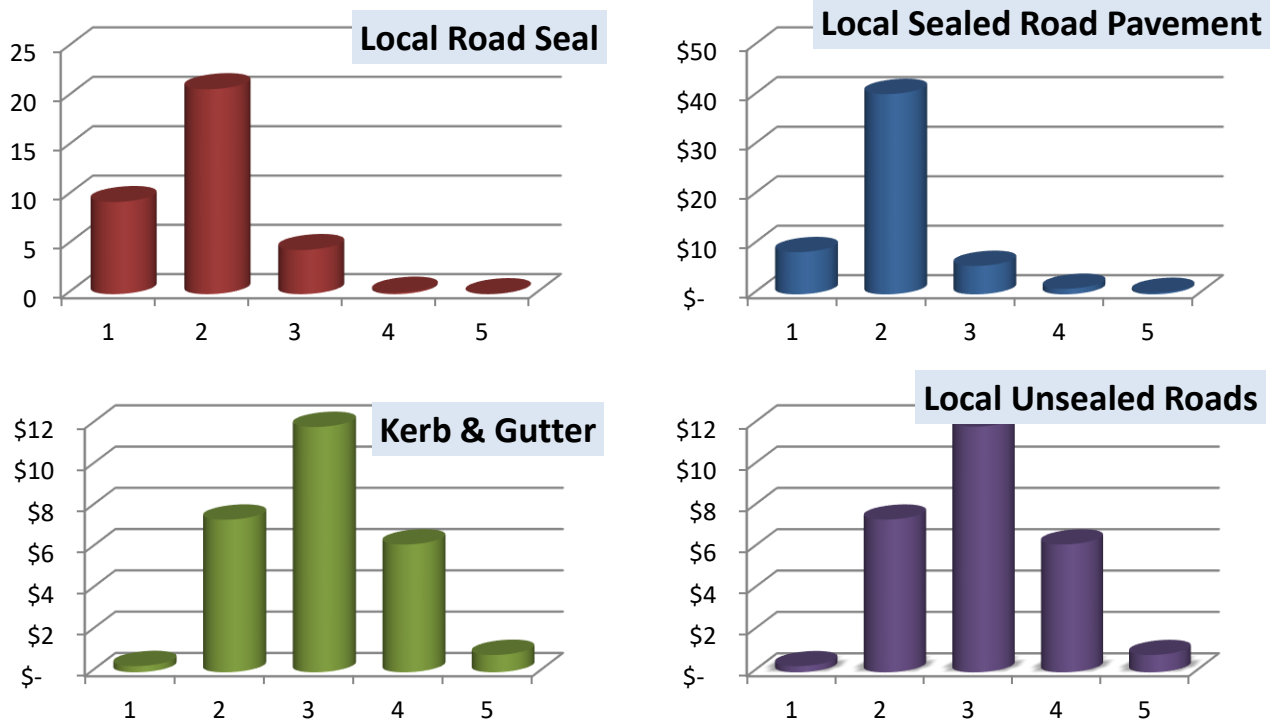
Transport Asset Management Plan

Table 5.1: What are our Intervention Levels to Renew an Asset?

Component	Class	Intervention Level	Useful Life
Road Seals	All Roads	4	19
Sealed Road Pavements	All Roads	4	47
Gravel Pavements	Local Roads	5	35
Kerb & Gutter	All Roads	4	63
Footpaths (Concrete)	All Roads	4	63
Guard Rails	All Roads	4	13
Medians/Refuges	Urban Roads	4	63
Urban Culverts	All Roads	4	94
Rural Culverts	All Roads	4	94
Bridge Sized Culverts	All Roads	4	94
Bridges	All Roads	4	94

Each asset's condition is captured in Council's Asset System. The graphs below give the condition profile based on the renewal dollar value of the assets in each condition.

Figure 5.2: What Conditions are our top assets in (2018 \$M)?



6. Operations

Operational activities are those regular activities that are required to continuously provide the service including management expenses, street lighting, asset inspections, and other overheads.

The road network is inspected regularly in order to develop and update annual cyclic maintenance programs including:

- Footpath and kerb and gutter repair programs
- Road maintenance program (sealed roads)
- Maintenance grading program (unsealed roads)
- Bridge Maintenance Programs

Table 6.1: When do we undertake Inspections?

Inspection	Frequency
Condition Assessments – All Assets	5 yearly (During Revaluation)
Sealed Roads	CSR / travel between work sites
Gravel Roads	CSR / travel between work sites
Kerb & Gutter	CSR
Footpaths	CSR
Medians/Blisters	CSR
Guard Rail	CSR / travel between work sites
Bridges	Identified failing bridges as required
Culverts	CSR

CSR denotes inspections are undertaken when a Customer Service Request is received.

Table 6.2: What are the recommended Inspection frequencies?

Inspection	Asset Condition	Frequency
Condition Assessments	Excellent, Good	5 yearly (During Revaluation)
	Average, Poor, Very Poor	Annually (During Budget Process)
Sealed Roads	All	2 per year
Gravel Roads	All	Annually
Kerb & Gutter	All	Annually
Footpaths	All	Annually
Medians/Blisters	All	Annually
Guard Rail	All	Annually
Bridges	All	Annually
Culverts	All	5 yearly

Table 6.3: What are our Operational Costs (2018 \$,000)

Activity	20-year average
Inspection expenses	Not currently tracked
Street Lighting	137
Total	137

7. Maintenance

Routine maintenance is the regular on-going work that is necessary to keep assets operating to ensure they reach their useful life. It includes work on an asset where a portion may fail and need immediate repair to make it operational again. It may be either planned (where works are programmed or cyclic in nature) or reactive in response to storm damage, vandalism etc. The majority of the maintenance undertaken by Council is planned or cyclic in nature.

Planned or reactive maintenance are defined as follows:

- Planned maintenance – Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.
- Reactive maintenance – Unplanned repair work carried out in response to service requests.

The level of service and standards of care for maintenance is carried out in accordance with Council's Asset Management Policy and Aus-Spec documentation. Current maintenance expenditure levels are considered to be inadequate to meet required service levels, particularly on unsealed road grading.

Future revision of this asset management plan will include linking required maintenance expenditures with required service levels in the Community Strategic Plan.

Table 7.1: What are our Maintenance Activities and the frequency we undertake them?

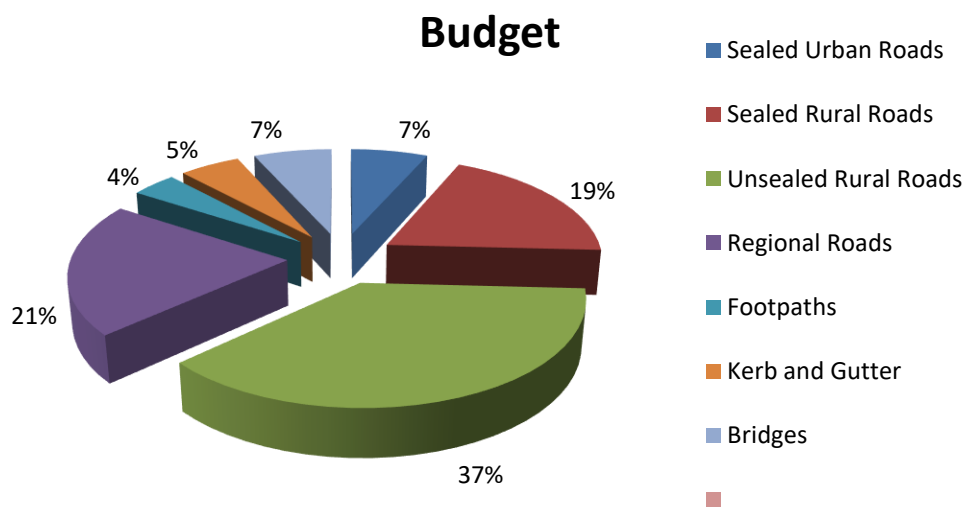
Activity	Arterial/Collector	Local
Maintenance Grading – Rural	1.5 per year	0.75 per year
Maintenance Grading - Urban	2 per year	
Pothole patching at intervention	4 per year	2 per year
Sign Maintenance	Upon request	
Shoulder maintenance	Annually	0.5 per year
Footpath Panel Replacement	Annually	
K&G Repairs	Annually	
Line marking	Annually	
Bridge deck repairs	Upon identification by inspection	
Clearing table drains and culverts	Annually	
Guardrail	Annually	
Vegetation management	2 per year	Annually

Table 7.2: What are our Historic Maintenance Costs (2018 \$,000)?

Item	Budget
Sealed Urban Roads	\$296
Sealed Rural Roads	\$851
Unsealed Rural Roads	\$1,668
Regional Roads	\$922
Footpaths	\$175
Kerb and Gutter	\$233
Bridges	\$300
Total	4,445.6

Note that the historic maintenance costs do not sufficiently cover the delivery of maintenance activities.

Figure 7.1: What is the breakup of our Maintenance Costs?



Adjusting Levels of Service

The opportunity to adjust the level of service provided is primarily through reducing reaction time to repair defects, increasing the frequency of shoulder and other maintenance grading or other maintenance activities.

8. Capital Renewal / Rehabilitation

This includes work on an existing asset to replace or rehabilitate it to a condition that restores the capability of the asset back to that which it had originally. The intervention level and estimated useful lives are contained in Table 5.1.

This Asset Management Plan contains an analysis based on broad assumptions and best available knowledge to date. Modelling is not an exact science so we deal with long term averages across the entire asset stock. Work will continue to improve the quality of our asset registers and systems to increase the accuracy of our renewal models. Renewal will be undertaken using 'low-cost' renewal methods where practical. The aim of 'low-cost' renewals is to restore the service potential or future economic benefits of the asset by renewing the assets at a cost less than the full replacement cost.

Pavement renewals are addressed in the form of road pavement in-situ rehabilitation. A pavement stabilisation additive is incorporated into the existing pavement via the use of a road reclaimer. The pavement is then re-compacted and sealed. Renewing or "Resealing" existing road surfaces at the optimum time reduces the amount of "reactive" pothole patching required and extends the life of the underlying pavement.

Footpath renewals are based on the risk that the asset poses to pedestrians. Concrete footpath and cycleway deterioration is generally the result of tree root damage.

Renewal work is carried out in accordance with the following standards and specifications:

- AUSPEC Construction Specification & Relevant Australian Standards
- RMS Road Maintenance Contract & Road Works Quality Assurance Specifications
- Bridge Design AS 5100

Assets requiring renewal will be generally identified from estimates of remaining life and condition assessments obtained from the asset register and models. The estimates shown in Table 8.1 below are based on the condition assessment conducted in 2015. Council will conduct the next condition assessment for Transport Assets in FY 2019/20 to predict the required renewal budget to bring the assets to the expected levels of service. Candidate proposals will be inspected to verify the accuracy of the remaining life estimate and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes.

Details of planned renewals over the next 4 years are listed in Appendix B. The first year of the program will be considered in the development of the next Operational Plan and the remaining 3 years of work will be assessed each year to confirm that the asset has reached its intervention level prior to the work being scheduled.

An analysis has been undertaken to determine assets that are already at or above intervention level that are not able to be funded in the next Operational Plan. This work is quantified in the 'Backlog' columns. Budget, required and average gap figures are based on a 20 year annual average amount.

Table 8.1: What are our Renewal Costs, Gap and Backlog (2018 \$,000)?

Activity	Budget	Required	Gap	Backlog y1	Backlog Y10
Local Seals	1,479	1,826	347	0	0
Local Sealed Pavements	1,210	1,239	29	2,325	2,199
Un-Sealed Roads	1,044	1,169	125	354	1,024
Regional Roads	1,834	1,309	0	450	0
Kerb & Gutter	74	124	50	0	156
Footpaths	123	195	72	172	400
Culverts	0	426	426	3,689	3,689
Bridges	0	402	402	1,468	4,394
Roadside Structures	0	51	51	178	665
Total	\$5,764	\$6,741	\$1,502	\$8,635	\$12,525

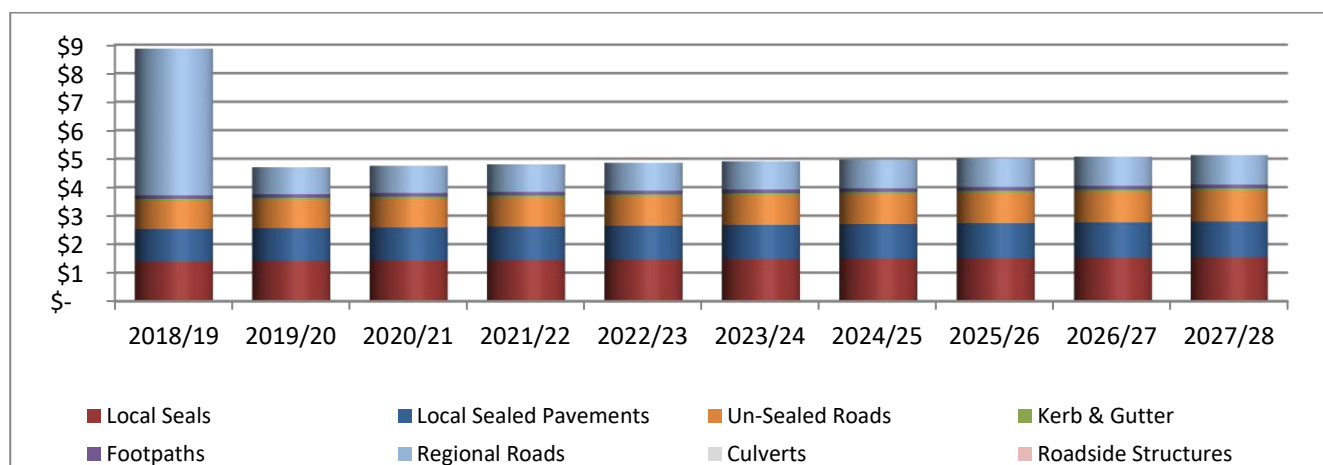
1. Figures are the 20 year annual average

2. The above figures include the federal and state grants received by the council in 2018 to renew roads, bridges and footpaths (if any)

The following graphs show the proposed expenditure on renewals over the next 10 years and the rolling backlog in any one year over that period. Figure 8.1 indicates that, based on current projections, Council will spend approximately \$5 million per annum on renewals.

Transport Asset Management Plan

Figure 8.1: What will we spend (2018 \$M) over the next 10 years on Renewal?



Lifecycle costs

The lifecycle costs are determined based on the total cost of ownership of each asset including operations, maintenance, renewal and disposal costs. Examples of annualised lifecycle costs for each component is presented in table 8.2.

Table 8.2: What are our Lifecycle Costs (2018 \$)?

Component	Units	Operations and Mntce Rate p.a.	Renewal Rate p.a.	Annual Average (\$'s)
Road Seals	Per km	608	3,452	6333
Sealed Road Pavement	Per km		2,273	
Gravel Pavement (graded 2 per year)	Per km	3940	743	4683
Gravel Pavement (graded 1 per year)	Per km	1970	743	2713
Kerb & Gutter	Per 100m	14	315	329
Footpaths	Per 100m	113	204	317

9. Capital Upgrades & New Assets

Upgrades enhance an existing asset to provide a higher level of service, for example widening an existing road seal. New assets are those created to meet an additional service level requirement or increase the size of a network, for example, new subdivisions, or an extension of the stormwater drainage network.

The requirements for new assets may result from growth, social or environmental needs. The impact from growth is included in the demand analysis within the Asset Management Strategy.

Council is currently developing the Section 94 plan to allow funding at least in part through Developer Contributions. Section 94 of the Environmental Planning and Assessment Act 1979 allows Council to require developers to contribute towards meeting the increased demand for public amenities and services created by new development.

New assets and the upgrade/expansion of existing assets are identified from various sources such as councillor or community requests, proposals identified by strategic plans or partnerships with other organisations. Candidate proposals are inspected to verify need and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes.

A list of desirable upgrade projects that provide an economic or tourism benefit to the shire was compiled as part of a Centroc Program in 2015. Table 9.1 indicates the major projects identified within that program (a complete list is contained in Appendix C).

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Table 9.1: What are the Priority 1 upgrade / new assets proposed (2018 \$,000)?

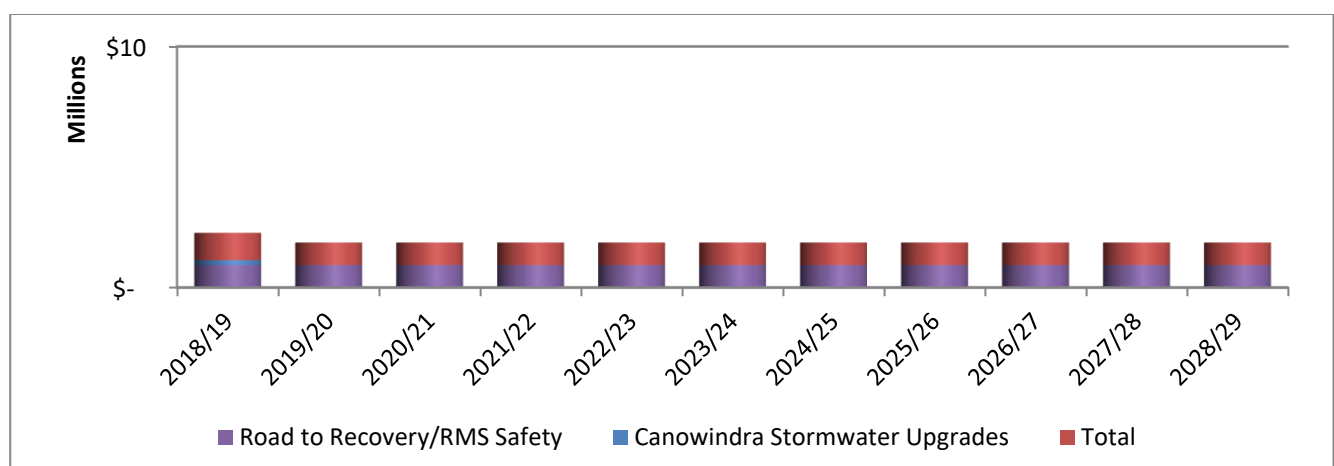
Project / Group	Year(s)	Cost Basis	Cost	Comp. Funding ¹
Regional Roads				
Banjo Paterson Way Realignments and Widening	18/19	Strategic Estimate	4,455	Y
Nangar Road Widening	-	Strategic Estimate	580	Y
Cargo Road	-	Strategic Estimate	1650	Y
Burrendong Way Widening	-	Strategic Estimate	1,500	Y
		Total	8,185	
Local Roads				
Ophir Road Sealing to Ophir Reserve	18/19-20/21	Strategic Estimate	1,860	N
Mount Canobolas Road Sealing	-	Strategic Estimate	700	N
Lake Canobolas Road Widening and Upgrades	-	Strategic Estimate	2,320	N
Vittoria Road	-	Strategic Estimate	1,650	Y
Gavins Lane - Davys Plain Road	-	Strategic Estimate	1,385	Y
Four Mile Creek Road	-	Strategic Estimate	1,407	Y
Packham Drive Widening and Upgrades to B-Double Standard	-	Strategic Estimate	1,690	Y
Obley Road	-	Strategic Estimate	1460	Y
West Canowindra Heavy Vehicle Connection for B-Doubles	-	Unit Rate Estimate	2,260	Y
		Total	14,732	
Bridges				
LR 204 Rivers Road Belubula River Bridge	18/19-20/21	Unit Rate Estimate	1,375	Y
		Total	1,375	

1. Notes: projects that are eligible for submission under an existing competitive funding program

Council has historically relied on competitive federal or state funding programs to undertake capital upgrades on the transport network. Due to the competitive nature of these programs, future upgrade expenditure cannot be accurately modelled as it is subject to successful funding applications.

Upgrades such as road widening, intersection improvements and new seals are traditionally undertaken using the annual Road to Recovery allocation. This has been included in Figure 9.2 while awaiting a resolution of project priority and allocation of the available funding between renewal and upgrade.

Figure 9.2: What will we spend (2018 \$M) over the next 10 years on Upgraded or New Assets?



10. Disposal Plan

Council has not identified any redundant assets requiring decommissioning and disposal within the Transport Assets network.

11. Financial Plan

A summary of the funding requirements and expenditure over the

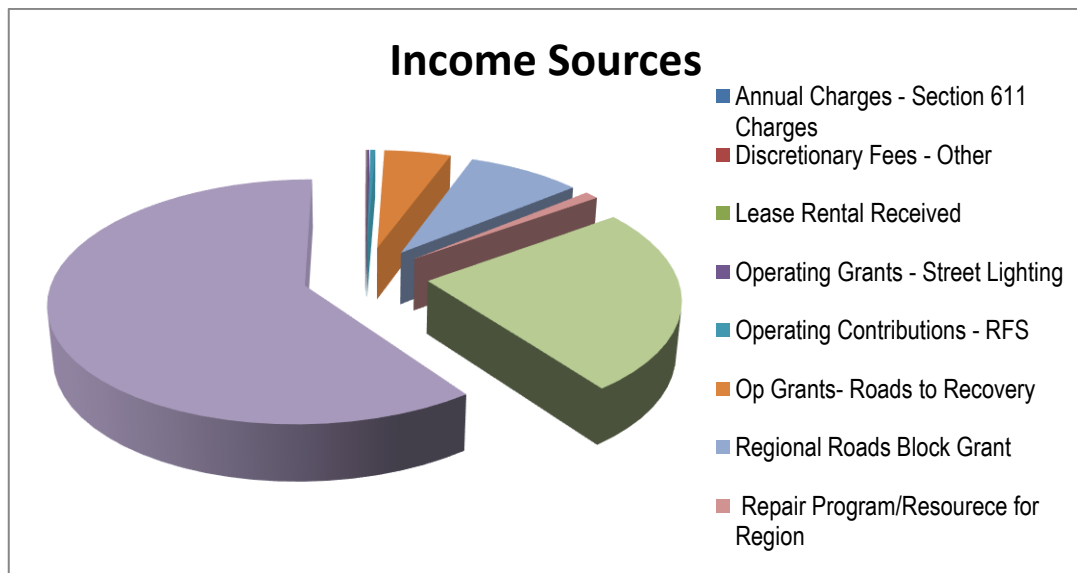
next 20 years is included in Appendix D, with the projected budget amounts being based on 2018 dollars.

Funding for management of assets can come from a variety of sources as detailed in Table 11.1.

Table 11.1: Where does our Income come from (2018 \$,000)?

Item	Income Sources
Annual Charges - Section 611 Charges	1
Discretionary Fees - Other	5
Lease Rental Received	5
Operating Grants - Street Lighting	38
Operating Contributions - RFS	70
Op Grants- Roads to Recovery	936
Regional Roads Block Grant	1,606
Repair Program/Resource for Region	400
Fixing Country Roads/Other	4010
Council Reserves - Budget	7930
Total	15001

Figure 11.1: What is the breakup of our income streams?



12. Plan Improvements

The degree to which the required cashflows identified in the Asset Management Plan are incorporated into the organisation's long term financial plan and Community / Strategic Planning Processes and documents directly reflects the effectiveness of this Asset Management Plan.

In addition to the Asset Management Strategy improvements, the following improvements are identified in the way transport assets are managed and planned for:

Table 12.1 Program of Improvements

Action	Timeframe
Review Asset Management Plan in conjunction with operational activities and customer requests to ensure relevance to asset requirements and communities desires	Ongoing
Procure and develop Asset Information System (Assetic) for all asset classes (Transport, Building, Water Sewer, Open Spaces and Other Structures)	Ongoing
Replace existing GIS system (Mapinfo) to more enhanced software (Spectrum) to ensure asset components are correctly mapped	Ongoing
Use collected data to develop asset deterioration profiles	Ongoing
Review Asset Component Segmentation for accuracy of condition and relevance to operational areas	Ongoing
Revaluation of Transport Asset Revaluation and update the system	June 2020
Complete Water Sewer Revaluation data compilation and engage external Audit on the completed work	June 2018
Complete Water Sewer Revaluation data compilation and engage external Audit on the completed work	July 2018
Review estimated renewal costs and provide site specific quotes for future works	November 2018
Determine Council's priorities for and capacity to undertake Capital Upgrades	November 2018
Determine works program scheduling for next 4 years given priority of works requiring intervention and location of works	September 2018
Review Inspection frequencies in conjunction with RMS Road Maintenance Procedures and determine if same methodology can be adopted for Local Road Network	November 2018
Develop hierarchy and associated level of service for urban assets	November 2018
Carry out Infrastructure Risk Management Planning process to consider consequences of failure for each building, and impact of failure on the community	May 2019

13. Risk Management Plan

Council is committed to the identification and elimination or reduction of risks associated with hazards that arise throughout Council operations as far as reasonably practicable. To facilitate this process an Enterprise Risk Management Plan has been developed.

The key Risks identified are in the Table 13.1.

Table 13.1 Critical Risks and Treatment Plans

Risk Description	What can Happen	Inherent Risk	Risk Mitigation Strategy	Residual Risk
Inability to fund Transport Asset Management Plan	Desired Level of Service is not met Assets deteriorate excessively before intervention is possible Other asset components deteriorate quicker than modelled	Severe	Review Level of Service and Works Costings Investigate Special Rate Variation	Minor
Failure to deliver program to time/cost/quality	Assets deteriorate past intervention Other asset components deteriorate quicker than modelled Desired Level of Service is not met	Severe	Annual update of AMP to ensure relevance to network Annual review of project cost estimates Monitor project delivery throughout year	Minor
Pedestrian Safety	Asset user having accidents, slips, trips, falls	Severe	Annual inspection of assets and mitigation of hazards as identified	Minor
Motorist Safety	Asset user having accidents	Severe	Annual review of RMS crash data Annual submissions to blackspot program Expedient response to hazards when reported	Minor

One of the outcomes of this assessment is the determination of **Critical Asset Components**. Critical asset components are specific components which have a high consequence of failure but not necessarily a high likelihood of failure. By identifying critical assets and critical failure modes, Council can appropriately target and refine inspection regimes, maintenance plans and capital expenditure plans.

Operations and maintenance activities may also be targeted to mitigate critical component failure and maintain service levels. These activities may include increased inspection frequency, higher maintenance intervention levels, etc.

Table 13.2 Critical Asset Components

Critical Asset Component	Consequence of Failure	Asset Purpose	Treatment Plan
Bitumen Seal	Economic Level of Service	Road seals provide a waterproof barrier that protects the road pavement from water infiltration which reduces the useful life. Road seals provide a smoother finish surface and higher friction for road users, increasing safety and amenity at higher speeds.	Ensuring completion of annual reseal program Undertake annual maintenance program including filling potholes
Bridges/ Bridge Sized Culverts	Economic Safety Accessibility Level of Service	Bridges and Bridge Sized Culverts provide access across rivers, creeks or waterways. Failure of these assets results in detours, safety concerns and reduced level of service.	Annual inspections of assets identified as approaching intervention level. Undertake annual maintenance program
Urban Culverts	Economic Level of Service	Urban culverts and stormwater systems provide underground transportation of water away from properties and land within a town area. Failure of these assets result in stormwater not being transported efficiently away from identified areas and causing damage to local assets.	5 / yearly inspections of assets Undertake maintenance program Inspection systems during rainfall events

Roads also have risks associated with initial construction and maintenance activities. These risks are managed under specific risk management plans (such as traffic control plans and Safe Work Method Statements) and in accordance with applicable Work Health and Safety requirements.

14. Appendix A: Rolling Four Year Renewal Programs

The following programs are based on best available information with the first year of works expected to be delivered within the currently identified budgets. After the first year, the following years will be validated each year with a review of the condition so that assets are only renewed at the intervention level. Works that can't be funded within the 4 years but which are expected to be due based on modelling, are grouped as 'unfunded'.

Works in the 2017/18 year are currently for consideration in the draft 2018/19 budget. Future years are currently populated by identified condition only and further strategic investigation is required to ensure that the works program is efficient given the large geographic area of Cabonne Council's LGA.

14.1 Reseals

Where pavement is due for renewal within 7 years of the proposed reseals, minor pavement improvements will be undertaken to extend the life of the pavement to match the life of the reseat.

Reseals that are due at the same time as Pavement Renewal (Rehabilitation/Heavy Patch) has been included in the cost of undertaking those works and excluded from this table.

Road Name	Segment	Estimated Cost	Reseal Due	Budget Year	Pavement Due
Kerrs Creek Road, Mullion Creek	3.03 - 3.25	\$ 14,000	2019	2018/19	2021
Vittoria Road, Vittoria	0.575 - 0.862	\$ 21,500	2019	2018/19	2018
Vittoria Road, Vittoria	0.862 - 1.092	\$ 16,500	2019	2018/19	2026
Euchareena Road, Molong	6.21 - 6.53	\$ 18,000	2021	2018/19	2040
Euchareena Road, Molong	8.32 - 9.2	\$ 48,000	2021	2018/19	2029
Euchareena Road, Molong	13.367 - 15.02	\$ 92,000	2021	2018/19	2034
Norah Creek Road, Garra	10.154 - 10.874	\$ 59,500	2021	2018/19	2047
Gumble Road, Manildra to Gumble	1.54 - 3.271	\$ 92,500	2021	2018/19	2043
Gumble Road, Manildra to Gumble	5.843 - 6.716	\$ 47,500	2021	2018/19	2040
Molong Cemetary Road, Molong	0 - 0.53	\$ 32,000	2021	2018/19	2044
Kurrajong Road, Cudal	6.06 - 6.78	\$ 47,500	2021	2018/19	2042
Davys Plains Road, Cudal	8.07 - 8.16	\$ 5,000	2021	2018/19	2044
Davys Plains Road, Cudal	15.15 - 17.9	\$ 154,000	2021	2018/19	2046
South Bowan Park Road, Cudal	0 - 0.54	\$ 39,000	2021	2018/19	2045
Longs Corner Road, Canowindra	22.652 - 22.746	\$ 6,500	2021	2018/19	2032
Paytens Bridge Road, Eugowra	1.158 - 1.425	\$ 16,000	2021	2018/19	2031
Paytens Bridge Road, Eugowra	2.669 - 2.84	\$ 11,000	2021	2018/19	2042
Dry Creek Road, Lewis Ponds	9.42 - 9.53	\$ 7,000	2021	2018/19	2032
Starrlea Road, Molong	0.827 - 1.158	\$ 25,000	2021	2018/19	2043
Radnor Street, Canowindra	0.42 - 0.5	\$ 5,500	2021	2018/19	2032
Suttor Street, Canowindra	0 - 0.19	\$ 18,500	2021	2018/19	2041
Tilga Street, Canowindra	1.46 - 1.6	\$ 11,500	2021	2018/19	2052
Tilga Street, Canowindra	1.84 - 2.07	\$ 21,500	2021	2018/19	2047
Winton Street, Canowindra	0 - 0.14	\$ 9,000	2021	2018/19	2042
Winton Street, Canowindra	0.17 - 0.22	\$ 3,500	2021	2018/19	2031
Brooks Street, Cargo	0.21 - 0.34	\$ 7,500	2021	2018/19	2032
Toogong Street, Cudal	0.77 - 0.99	\$ 12,500	2021	2018/19	2039
Creek Street, Cudal	0.556 - 0.568	\$ 1,000	2021	2018/19	2045
Smith Street, Cudal	0.27 - 0.4	\$ 8,000	2021	2018/19	2032
Cargo Street, Cudal	0.381 - 0.49	\$ 6,500	2021	2018/19	2040
Evelyn Street, Eugowra	0.39 - 0.61	\$ 15,500	2021	2018/19	2035
Pye Street, Eugowra	0.06 - 0.4	\$ 7,500	2021	2018/19	2029
Enterprise Place, Molong	0 - 0.2	\$ 15,500	2021	2018/19	2040
Gidley Street, Molong	1.1 - 1.23	\$ 14,500	2021	2018/19	2045

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Phillip Street, Molong	0.58 - 0.81	\$ 21,500	2021	2018/19	2033
Castle Street, Molong	0.59 - 0.66	\$ 1,000	2021	2018/19	2036
Bathurst Street, Yeoval	0 - 0.192	\$ 22,500	2021	2018/19	2045
Obley Street, Yeoval	0.237 - 0.252	\$ 2,500	2021	2018/19	2036
Baldry Road, Cumnock	3.172 - 3.856	\$ 48,000	2022	2018/19	2045
Baldry Road, Cumnock	3.856 - 4.94	\$ 76,000	2022	2018/19	2041
Baldry Road, Cumnock	5.908 - 6.455	\$ 37,000	2022	2019/20	2048
Baldry Road, Cumnock	6.676 - 7.224	\$ 37,000	2022	2019/20	2048
Googodery Road, Cumnock	0.78 - 0.95	\$ 9,500	2022	2019/20	2036
Garra Road, Garra	6.018 - 6.834	\$ 53,000	2022	2019/20	2050
Packham Drive, Molong	2.227 - 3.21	\$ 61,000	2022	2019/20	2050
Packham Drive, Manildra	11.991 - 12.175	\$ 10,500	2022	2019/20	2042
Euchareena Road, Molong	7.22 - 8.32	\$ 65,500	2022	2019/20	2031
Euchareena Road, Molong	9.2 - 10.1	\$ 50,500	2022	2019/20	2033
Amaroo Road, Borenore	9.843 - 9.969	\$ 7,000	2022	2019/20	2044
Amaroo Road, Borenore	9.969 - 10.305	\$ 18,500	2022	2019/20	2045
Amaroo Road, Borenore	10.305 - 10.872	\$ 31,000	2022	2019/20	2039
Gumble Road, Manildra to Gumble	1.03 - 1.54	\$ 26,000	2022	2019/20	2047
Gumble Road, Manildra to Gumble	12.39 - 13.063	\$ 42,500	2022	2019/20	2053
Obley Road, Obley	13.774 - 14.187	\$ 24,500	2022	2019/20	2039
Obley Road, Obley	15.046 - 17.139	\$ 112,500	2022	2019/20	2042
Kurrajong Road, Cudal	0.16 - 1.17	\$ 68,000	2022	2019/20	2044
Kurrajong Road, Cudal	1.177 - 2.15	\$ 69,500	2022	2019/20	2044
Kurrajong Road, Cudal	2.15 - 3.94	\$ 127,500	2022	2019/20	2045
Davys Plains Road, Cudal	2.78 - 3.84	\$ 60,000	2022	2019/20	2041
Davys Plains Road, Cudal	3.84 - 4.98	\$ 67,500	2022	2019/20	2041
Davys Plains Road, Cudal	13.18 - 13.8	\$ 35,000	2022	2019/20	2038

14.2 Sealed Pavement Rehabilitation / Heavy Patching

Proposed works on a segment that is not scheduled for renewal is addressing localised failures that are not significant enough to reduce the segments overall condition rating.

Road Name	Segment	Estimated Cost	Pavement Due	Budget Year	Reseal Due
Aurora Street, Eugowra	0.2 - 0.3	\$ 14,000	2001	2017/18	2020
Blatchford Street, Canowindra	0 - 0.13	\$ 33,500	2000	2017/18	2014
Blatchford Street, Canowindra	0.25 - 0.4	\$ 39,500	1987	2017/18	2014
Blatchford Street, Canowindra	0.4 - 0.51	\$ 23,000	1987	2017/18	2014
Boomey Street, Molong	0.12 - 0.16	\$ 7,000	2000	2017/18	2020
Byng Road, Byng	3.92 - 3.99	\$ 6,500	2003	2017/18	2025
Canobolas Road, Orange	4.445 - 4.874	\$ 52,500	2001	2017/18	2024
Cherry Lane, Borenore	0 - 0.08	\$ 6,000	2002	2017/18	2029
Clyburn Street, Canowindra	0.39 - 0.47	\$ 20,500	1987	2017/18	2016
Clyburn Street, Canowindra	0.47 - 0.53	\$ 10,000	1987	2017/18	2019
Crown Street, Yeoval	0.151 - 0.207	\$ 6,500	1988	2017/18	2025
Cudal Street, Manildra	0.92 - 1.03	\$ 28,500	1995	2017/18	2017
Davys Plains Road, Cudal	10.54 - 11.17	\$ 93,500	1993	2017/18	2014
Derowie Street, Manildra	0.43 - 0.52	\$ 36,000	1995	2017/18	2012
Gaskill Street, Canowindra	0.68 - 0.86	\$ 48,500	1999	2017/18	2018
Gaskill Street, Canowindra	1.17 - 1.48	\$ 81,500	1987	2017/18	2013
Gaskill Street, Canowindra	1.48 - 1.62	\$ 39,500	1992	2017/18	2014

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Gasworks Lane 25, Molong	0 - 0.25	\$ 33,500	1999	2017/18	2022
Hicks Lane, Canowindra	0 - 0.15	\$ 15,500	2001	2017/18	2027
Iceworks Lane, Molong	0 - 0.09	\$ 12,500	2003	2017/18	2023
Lane in Block 1, Canowindra	0 - 0.14	\$ 16,500	1993	2017/18	2022
Lane in Block 2, Canowindra	0 - 0.16	\$ 16,000	1996	2017/18	2024
Lane in Block 38, Canowindra	0 - 0.1	\$ 9,000	1995	2017/18	2024
Lane in Block 4, Cudal	0 - 0.05	\$ 4,000	1996	2017/18	2026
Lane in Block 7, Cudal	0 - 0.23	\$ 17,000	1998	2017/18	2030
Lane in Block 9, Cudal	0 - 0.18	\$ 14,000	1999	2017/18	2030
Long Road, Nashdale	0 - 0.04	\$ 7,000	1995	2017/18	2025
Marsden Street, Canowindra	0 - 0.18	\$ 19,000	2002	2017/18	2027
McGroder Street, Molong	1.07 - 1.21	\$ 16,000	2002	2017/18	2026
Norman Lane, Molong	0 - 0.22	\$ 28,000	1994	2017/18	2022
Norton Street, Eugowra	0.15 - 0.29	\$ 16,500	1994	2017/18	2025
Old Eurimbla Road, Cumnock	0 - 0.02	\$ 2,500	1999	2017/18	2019
Ross Street, Canowindra	0 - 0.12	\$ 21,000	1987	2017/18	2019
Short Street, Canowindra	0 - 0.18	\$ 18,500	1992	2017/18	2024
Union Street, Cargo	0 - 0.05	\$ 6,500	2002	2017/18	2028
Yoorooga Road, Obley	0 - 0.03	\$ 5,000	1994	2017/18	2026
Akhurst Road, Borenore	0.73 - 0.83	\$ 11,500	2007	2018/19	2029
Aurora Street, Eugowra	0 - 0.17	\$ 30,500	2010	2018/19	2020
Aurora Street, Eugowra	0.17 - 0.2	\$ 6,000	2005	2018/19	2018
Avondale Road, Cumnock	0 - 0.03	\$ 3,500	2008	2018/19	2024
Barnes Lane, Eugowra	0 - 0.02	\$ 2,500	2006	2018/19	2027
Belgravia Road, Belgravia	0 - 0.03	\$ 4,000	2005	2018/19	2025
Bowds Lane, Canowindra	0 - 0.05	\$ 9,000	2010	2018/19	2019
Camp Street, Eugowra	0 - 0.13	\$ 17,500	2007	2018/19	2027
Davis Road, Forest Reefs	0 - 0.03	\$ 4,500	2004	2018/19	2028
Donnellys Road, Yeoval	0 - 0.06	\$ 5,500	2005	2018/19	2027
Dripping Rock Road, Eullimore	0 - 0.05	\$ 5,500	2010	2018/19	2027
Duff Street, Manildra	0.12 - 0.19	\$ 20,500	2004	2018/19	2014
East Street, Canowindra	0.3 - 0.5	\$ 30,000	2008	2018/19	2022
Euchareena Road, Molong	0 - 0.07	\$ 14,000	2009	2018/19	2021
Finn Street, Canowindra	0.11 - 0.22	\$ 19,500	2004	2018/19	2016
Gordon Road, Guyong	0 - 0.026	\$ 6,500	2005	2018/19	2019
Gowan Road, Lower Lewis Ponds	6.18 - 6.47	\$ 64,000	2005	2018/19	2019
Hoffmans Road, Manildra	0 - 0.35	\$ 44,500	2004	2018/19	2023
Icely Street, Eugowra	0.152 - 0.243	\$ 12,000	2008	2018/19	2027
John Carroll Lane, Windera	0.17 - 0.32	\$ 24,000	2009	2018/19	2023
Kelly Lane, Cadia	0 - 0.26	\$ 18,500	2009	2018/19	2032
Lake Canobolas Road, Nashdale	0.03 - 1.11	\$ 155,000	2011	2018/19	2025
Long Swamp Road, Cadia	0.12 - 0.14	\$ 3,000	2004	2018/19	2024
Marara Street, Eugowra	0 - 0.048	\$ 4,500	2008	2018/19	2031
Marsden Street, Molong	0.158 - 0.243	\$ 19,000	2005	2018/19	2016
Misty Close, Cargo	0 - 0.08	\$ 9,500	2010	2018/19	2022
Nanima Street, Eugowra	0 - 0.14	\$ 34,500	2007	2018/19	2018
Norah Creek Road, Molong	0 - 0.04	\$ 6,500	2007	2018/19	2024
Post Office Lane, Lewis Ponds	0.142 - 0.268	\$ 12,500	2009	2018/19	2028
Railway Parade, Cumnock	0.21 - 0.29	\$ 5,000	2004	2018/19	2024
Railway Parade, Kerrs Creek	0 - 0.09	\$ 7,000	2007	2018/19	2029
Riddell Street, Molong	0 - 0.05	\$ 7,000	2007	2018/19	2028

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Rodd Street - Rural (nth), Canowindra	0 - 0.06	\$ 9,500	2010	2018/19	2024
Rodd Street, Canowindra	1.78 - 1.91	\$ 12,000	2008	2018/19	2031
Ross Street, Canowindra	0.12 - 0.24	\$ 24,000	2010	2018/19	2019
Ryall Street, Canowindra	0.86 - 1.05	\$ 49,000	2011	2018/19	2025
Ryall Street, Canowindra	1.05 - 1.13	\$ 20,500	2006	2018/19	2027
Starrlea Road, Molong	0.48 - 0.827	\$ 69,000	2009	2018/19	2021
Toogong Street, Cudal	0.56 - 0.59	\$ 5,000	2006	2018/19	2022
Union Street, Cargo	0.05 - 0.2	\$ 18,500	2010	2018/19	2025
Wall Street, Cargo	0.11 - 0.18	\$ 6,000	2005	2018/19	2030
Woods Lane, Orange	0 - 0.01	\$ 1,500	2010	2018/19	2029
Woolshed Lane, Windera	0 - 0.12	\$ 14,500	2008	2018/19	2022
Bank Street, Molong	0.45 - 0.54	\$ 13,500	2014	2019/20	2023
Bells Lane 24 , Molong	0 - 0.23	\$ 45,500	2012	2019/20	2027
Belmore Road, Obley	0 - 0.02	\$ 3,500	2012	2019/20	2025
Bishop Street, Cumnock	0.08 - 0.19	\$ 14,500	2011	2019/20	2026
Blatchford Street, Canowindra	0.17 - 0.25	\$ 21,500	2014	2019/20	2016
Boomey Street, Molong	0 - 0.12	\$ 20,500	2014	2019/20	2026
Boree Street, Manildra	0.13 - 0.24	\$ 20,500	2013	2019/20	2026
Bradleys Rpad, Borenore	0.87 - 1.6	\$ 26,000	2014	2019/20	2028
Bundella Close, Molong	0 - 0.1	\$ 15,000	2014	2019/20	2024
Burgoon Lane, Molong	0 - 0.055	\$ 7,500	2013	2019/20	2026
Casuarina Drive, Eugowra	2.084 - 2.377	\$ 48,000	2015	2019/20	2022
Charlotte Street, Canowindra	0 - 0.1	\$ 14,500	2015	2019/20	2021
Convent Lane, Borenore	3.28 - 3.43	\$ 16,000	2014	2019/20	2032
Davys Plains Road, Cudal	0.56 - 0.89	\$ 47,500	2015	2019/20	2016
Days Road, Boomey	0 - 0.02	\$ 3,000	2015	2019/20	2028
East Street, Canowindra	0.12 - 0.19	\$ 6,000	2014	2019/20	2029
Fisher Street, Cargo	0.08 - 0.17	\$ 10,500	2011	2019/20	2030
Gullengamble Road, Obley	0 - 0.03	\$ 3,500	2014	2019/20	2028
Horspool Way, Orange	0.38 - 0.79	\$ 40,500	2013	2019/20	2028
Johns Lane, Lewis Ponds	0 - 0.02	\$ 3,000	2015	2019/20	2029
Kareena Street, Eugowra	0 - 0.07	\$ 12,000	2012	2019/20	2020
Lane in Block 40, Canowindra	0 - 0.04	\$ 3,500	2015	2019/20	2029
Loewenthal Lane, Nashdale	0 - 0.06	\$ 7,500	2012	2019/20	2022
Long Street, Cudal	0.37 - 0.47	\$ 8,500	2011	2019/20	2027
Manildra Tip Road, Manildra	0 - 0.031	\$ 5,500	2014	2019/20	2022
Milton Street, Canowindra	0.13 - 0.26	\$ 13,500	2013	2019/20	2028
Moorbel Drive, Moorbel	0 - 0.03	\$ 3,500	2014	2019/20	2021
Morilla Street, Molong	0.23 - 0.33	\$ 15,500	2013	2019/20	2023
Mt Canobolas Road, Canobolas	5.863 - 6.057	\$ 20,500	2014	2019/20	2030
Nancarrow Lane, Nashdale	0 - 0.09	\$ 11,500	2013	2019/20	2023
Reynolds Street, Molong	0.13 - 0.24	\$ 12,500	2012	2019/20	2028
Riddell Street, Molong	1.2 - 1.43	\$ 35,500	2014	2019/20	2020
Sheilds Lane, Molong	0 - 0.22	\$ 26,000	2013	2019/20	2026
Short Street, Yeoval	0 - 0.1	\$ 9,500	2012	2019/20	2027
Smith Street, Cudal	0 - 0.13	\$ 56,000	2013	2019/20	2020
Smith Street, Cudal	0.13 - 0.27	\$ 42,500	2013	2019/20	2018
Thistle Street West, Molong	0 - 0.15	\$ 19,500	2012	2019/20	2025
Thistle Street West, Molong	0.27 - 0.4	\$ 16,000	2013	2019/20	2022
Thompson Street, Canowindra	0 - 0.62	\$ 80,500	2013	2019/20	2023
Three Rivers Road, Larras Lee	4.95 - 5.02	\$ 12,500	2013	2019/20	2025

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Toogong Street, Cudal	0.32 - 0.37	\$ 17,000	2011	2019/20	2012
Watts Road, Borenore	0 - 0.06	\$ 10,000	2014	2019/20	2030
Sharp Street, Cargo	0 - 0.15	\$ 11,500	2015	Unfunded	2032
Hick Street, Cargo	0 - 0.15	\$ 11,500	2015	Unfunded	2032
Chesher Street, Eugowra	0 - 0.12	\$ 19,000	2015	Unfunded	2021
Parkes Street, Eugowra	0.14 - 0.27	\$ 19,000	2015	Unfunded	2027
Boree Street, Manildra	0.24 - 0.38	\$ 42,000	2015	Unfunded	2029
King Street, Yeoval	0.476 - 0.498	\$ 3,500	2015	Unfunded	2022
Showground Lane, Cudal	0 - 0.038	\$ 3,000	2016	Unfunded	2034
Settlement Bridge Road, Canowindra	0.589 - 0.642	\$ 6,500	2016	Unfunded	2025
Horspool Way, Orange	0 - 0.38	\$ 37,500	2016	Unfunded	2030
Fenton Road, Guyong	0 - 0.1	\$ 20,500	2016	Unfunded	2019
Forbes Street, Toogong	0.12 - 0.392	\$ 31,000	2016	Unfunded	2034
Ryall Street, Canowindra	0.67 - 0.86	\$ 47,500	2016	Unfunded	2018
Lane in Block 41, Canowindra	0.25 - 0.29	\$ 5,000	2016	Unfunded	2029
Wall Street, Cudal	0.57 - 0.58	\$ 1,500	2016	Unfunded	2021
Boundary Street, Cudal	0.352 - 0.43	\$ 15,500	2016	Unfunded	2019
Nanima Street, Eugowra	0.14 - 0.28	\$ 23,500	2016	Unfunded	2019
Cudal Street, Manildra	0.69 - 0.92	\$ 57,000	2016	Unfunded	2020
Gidley Street, Molong	1.23 - 1.37	\$ 32,500	2016	Unfunded	2020
Hunter Caldwell Road, Molong	0 - 0.05	\$ 5,500	2017	Unfunded	2028
Lake Canobolas Road, Nashdale	0 - 0.03	\$ 6,000	2017	Unfunded	2025
Clergate Road, Mullion Creek	3.032 - 3.158	\$ 15,000	2017	Unfunded	2020
Heifer Station Lane, Orange	0 - 0.02	\$ 3,000	2017	Unfunded	2026
Floods Lane, Canowindra	0 - 0.02	\$ 3,500	2017	Unfunded	2034
Springvale Lane, Molong	0 - 0.03	\$ 3,500	2017	Unfunded	2026
Rodd Street, Canowindra	1.66 - 1.78	\$ 11,000	2017	Unfunded	2029
Bowler Street, Eugowra	0.22 - 0.29	\$ 13,500	2017	Unfunded	2023
Myall Street, Eugowra	0 - 0.14	\$ 18,500	2017	Unfunded	2024
Bank Street, Molong	0.91 - 1.14	\$ 72,500	2017	Unfunded	2019
Lucknow Street, Yeoval	0 - 0.062	\$ 15,000	2017	Unfunded	2028
Holts Road, Molong	0 - 0.02	\$ 3,000	2018	Unfunded	2024
Greenbah Creek Road, Obley	0 - 0.04	\$ 6,000	2018	Unfunded	2023
Blue Jacket Lane, Moorbel	0.64 - 0.75	\$ 11,000	2018	Unfunded	2026
Cable Street, Canowindra	0 - 0.03	\$ 4,000	2018	Unfunded	2020
Vittoria Road, Vittoria	0.575 - 0.862	\$ 56,500	2018	Unfunded	2019
Icely Road, Lewis Ponds	3.953 - 4.542	\$ 82,000	2018	Unfunded	2019
Canowindra Street, Canowindra	0 - 0.03	\$ 4,000	2018	Unfunded	2031
Powers Street, Cargo	0.42 - 0.5	\$ 10,500	2018	Unfunded	2031
Toogong Street, Cudal	0.42 - 0.56	\$ 24,500	2018	Unfunded	2019
Lane in Block 8, Cudal	0 - 0.22	\$ 17,500	2018	Unfunded	2029
William Street, Molong	0 - 0.24	\$ 39,500	2018	Unfunded	2026
John Carroll Lane, Windera	0 - 0.17	\$ 28,500	2019	Unfunded	2023
Boree Street, Cudal	0.68 - 0.71	\$ 4,500	2019	Unfunded	2023
Wall Street, Cudal	0 - 0.15	\$ 21,000	2019	Unfunded	2023
Haig Street, Cumnock	0 - 0.06	\$ 10,500	2019	Unfunded	2023
Cudumbe Street, Cumnock	0 - 0.36	\$ 48,000	2019	Unfunded	2022
West Street, Eugowra	0 - 0.02	\$ 3,000	2019	Unfunded	2034
Cudal Street, Manildra	0 - 0.23	\$ 37,000	2019	Unfunded	2020
Reedy Creek Road, Reedy Creek	0 - 0.045	\$ 5,500	2020	Unfunded	2028
Wenz Lane, Canowindra	0.68 - 0.78	\$ 12,500	2020	Unfunded	2023

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Clergate Road, Mullion Creek	3.158 - 3.441	\$ 26,500	2020	Unfunded	2030
Brown Avenue, Canowindra	0.26 - 0.53	\$ 57,000	2020	Unfunded	2014
Reservoir Street, Cargo	0 - 0.15	\$ 14,000	2020	Unfunded	2032
Bowler Street, Eugowra	0 - 0.07	\$ 9,500	2020	Unfunded	2029
Noble Street, Eugowra	1.07 - 1.16	\$ 12,500	2020	Unfunded	2020
Oberon Street, Eugowra	0.84 - 0.92	\$ 14,000	2020	Unfunded	2028
Bank Street, Molong	0.54 - 0.68	\$ 22,500	2020	Unfunded	2019
Shadforth Street, Molong	0 - 0.23	\$ 37,500	2020	Unfunded	2023
Warne Street, Yeoval	0 - 0.111	\$ 14,000	2020	Unfunded	2032

14.3 Unsealed Pavement Resheeting

Proposed works on a segment that is not scheduled for renewal is addressing localised failures that are not significant enough to reduce the segments overall condition rating.

Road Name	Segment	Estimated Cost	Resheet Due	Budget Year
Jennings Lane, Borenore	2.73 - 2.96	\$ 3,500	2009	2017/18
Johnsons Road, Cumnock	0 - 0.43	\$ 8,500	2009	2017/18
Dowlings Road, Gumble	1.12 - 1.96	\$ 12,500	2009	2017/18
Brooks Lane, Garra	0 - 0.328	\$ 5,000	2009	2017/18
Bocoble Road, Garra	0 - 1.37	\$ 20,500	2009	2017/18
Shreeves Road, Molong	0.5 - 2.12	\$ 39,500	2009	2017/18
Webbs Road, Molong	0.1 - 0.13	\$ 1,000	2009	2017/18
McMasters Way, Belgravia	0 - 1.71	\$ 34,000	2009	2017/18
Mousehole Lane, Cudal	1.74 - 1.918	\$ 3,000	2009	2017/18
Beaths Road, Canowindra	0 - 1.74	\$ 25,500	2009	2017/18
Breens Road, Nyrang Creek	2.4 - 2.89	\$ 7,500	2009	2017/18
Barnes Track, Eugowra	0 - 1.44	\$ 21,500	2009	2017/18
Barnes Track, Eugowra	1.44 - 1.66	\$ 3,500	2009	2017/18
Barnes Track, Eugowra	1.66 - 2.2	\$ 8,000	2009	2017/18
Barnes Track, Eugowra	2.2 - 2.42	\$ 3,500	2009	2017/18
Barnes Track, Eugowra	2.42 - 2.78	\$ 5,500	2009	2017/18
Hillview Lane, Eugowra	0.53 - 1.13	\$ 9,000	2009	2017/18
Pengilly Lane, Eugowra	1.3 - 2.07	\$ 11,500	2009	2017/18
Armour Road, Cargo	0 - 0.33	\$ 6,500	2009	2017/18
Toogong Cemetery Road, Toogong	0 - 0.72	\$ 21,500	2009	2017/18
Old Cargo Road, Canowindra	0 - 0.3	\$ 4,500	2009	2017/18
Puzzle Flat Lane, Eugowra	0.99 - 1.49	\$ 7,500	2009	2017/18
Lane in Block 10SC, Canowindra	0 - 0.21	\$ 3,500	2009	2017/18
Lane in Block 3SC, Canowindra	0 - 0.21	\$ 3,500	2009	2017/18
Lane in Block 39, Canowindra	0 - 0.09	\$ 1,500	2009	2017/18
White Flat Road, Molong	1.69 - 3.52	\$ 35,000	2010	2017/18
Golden Glen Road, Cumnock	0 - 1.33	\$ 26,000	2010	2017/18
Back Garra Road, Garra	0 - 0.54	\$ 11,000	2010	2017/18
Buronga Road, Manildra	0.57 - 2.34	\$ 27,500	2010	2017/18
Cartys Lane, Manildra	0.38 - 1.8	\$ 21,500	2010	2017/18
Newton Road, Canowindra	0.3 - 1.81	\$ 23,000	2010	2017/18
Pengilly Lane, Eugowra	0 - 1.3	\$ 20,000	2010	2017/18
Mile Road, Byng	0 - 0.5	\$ 10,000	2010	2017/18
Norris Lane, Eullimore	0 - 2.36	\$ 46,000	2010	2017/18
Deaths Lane, Canowindra	0 - 1.3	\$ 25,500	2010	2017/18

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Icely Street, Canowindra	0 - 0.11	\$ 2,000	2010	2017/18
Milton Street, Canowindra	0 - 0.13	\$ 2,500	2010	2017/18
Robinson Street, Canowindra	0 - 0.22	\$ 5,500	2010	2017/18
Lane in Block 33, Eugowra	0 - 0.12	\$ 2,500	2010	2017/18
Lane in Block 37, Eugowra	0 - 0.22	\$ 4,500	2010	2017/18
South of Block 35, Eugowra	0 - 0.21	\$ 4,500	2010	2017/18
Lane in Block 36, Eugowra	0 - 0.17	\$ 3,500	2010	2017/18
South of Block 35, Eugowra	0 - 0.12	\$ 2,500	2010	2017/18
Windeyer Street, Manildra	0.15 - 0.44	\$ 5,500	2010	2017/18
Lane in Block 24, Manildra	0 - 0.21	\$ 4,000	2010	2017/18
Lane in Block 26, Manildra	0 - 0.14	\$ 2,500	2010	2017/18
Lane in Block 23, Manildra	0 - 0.21	\$ 4,000	2010	2017/18
Lane in Block 1, Molong	0 - 0.175	\$ 3,000	2010	2017/18
Bell Street, Yeoval	0.235 - 0.482	\$ 7,500	2010	2017/18
King Street, Yeoval	0.891 - 0.897	\$ 500	2010	2017/18
King Street, Yeoval	0.897 - 1.017	\$ 4,000	2010	2017/18
Lucknow Street, Yeoval	0.37 - 0.53	\$ 4,000	2010	2017/18
Bicton Lane, Cumnock	1.73 - 3.45	\$ 26,000	2011	2017/18
Mandagery Lane, Manildra	1.14 - 1.305	\$ 3,500	2011	2017/18
Windus Road, Gumble	2.14 - 5.02	\$ 57,000	2011	2017/18
Bertie Cole Street , Molong	0.07 - 0.67	\$ 9,000	2011	2017/18
Davis Road, Forest Reefs	1.76 - 2.13	\$ 6,000	2012	2017/18
Darley Road, Borenore	0.37 - 0.55	\$ 3,000	2012	2017/18
Puzzle Flat Lane, Eugowra	1.49 - 2.91	\$ 21,000	2012	2017/18
Whiteheads Road, Molong	0 - 1.18	\$ 17,500	2013	2017/18
Copper Hill Road, Euchareena	0 - 1.01	\$ 17,500	2013	2017/18
Gazzard Road, Mullion Creek	2.55 - 2.75	\$ 3,500	2013	2017/18
Buckland Street, Molong	0 - 0.38	\$ 6,000	2013	2017/18
End Street, Molong	0 - 0.42	\$ 7,000	2013	2017/18
Reids Road, Larras Lee	0 - 1	\$ 23,000	2014	2018/19
McLachlan Road, Manildra	0 - 0.66	\$ 16,500	2014	2018/19
McLachlan Road, Manildra	0.66 - 4.73	\$ 101,500	2014	2018/19
Attenborough Lane, Manildra	0 - 0.62	\$ 11,500	2014	2018/19
Witherdins Way, March	0 - 0.55	\$ 8,500	2014	2018/19
Whiteleys Road, Boomey	2.77 - 4.099	\$ 26,000	2015	2018/19
Hendersons Road, Yeoval	0 - 0.46	\$ 7,500	2015	2018/19
Peterson Road, Manildra	0 - 0.89	\$ 18,000	2015	2018/19
Oaky Lane, Mullion Creek	5 - 7.2	\$ 42,500	2015	2018/19
Jason Street, Molong	0 - 0.58	\$ 12,000	2015	2018/19
Jennings Lane, Borenore	2.96 - 3.54	\$ 10,500	2016	2018/19
Billabong Road, Cumnock	0 - 1.41	\$ 21,000	2016	2018/19
Smith Lane, Mullion Creek	0 - 0.85	\$ 15,500	2016	2018/19
Jennings Lane, Borenore	2.13 - 2.73	\$ 11,500	2017	2018/19
Miskell Road, Guyong	0 - 1.18	\$ 23,000	2017	2018/19
Buckland Street, Molong	0.38 - 0.61	\$ 4,000	2017	2018/19
Yuranigh Road, Molong	0 - 3.9	\$ 83,000	2018	2018/19
Sullivans Road, Manildra	0 - 0.81	\$ 17,500	2018	2018/19
Silverdean Lane, Baldry	3.4 - 4.65	\$ 18,500	2018	2018/19
Herbert Lane, Eugowra	0 - 0.93	\$ 18,000	2018	2018/19
Googodery Road, Cumnock	2.6512 - 7.31	\$ 113,500	2019	2018/19
Strathmore Lane, Belgravia	3.48 - 3.68	\$ 5,000	2019	2018/19
Strathmore Lane, Belgravia	3.68 - 3.77	\$ 2,500	2019	2018/19

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Strathmore Lane, Belgravia	3.77 - 3.86	\$ 2,500	2019	2018/19
Strathmore Lane, Belgravia	3.86 - 5.14	\$ 27,500	2019	2018/19
Rutherford Road, Molong	0.25 - 2.34	\$ 51,000	2019	2018/19
Rutherford Road, Molong	2.34 - 3.48	\$ 23,500	2019	2018/19
Rutherford Road, Molong	3.48 - 4.19	\$ 14,000	2019	2018/19
Rutherford Road, Molong	4.19 - 5.2	\$ 20,000	2019	2018/19
Rutherford Road, Molong	6.89 - 7.12	\$ 7,000	2019	2018/19
Rutherford Road, Molong	7.12 - 7.43	\$ 9,500	2019	2019/20
Rutherford Road, Molong	7.43 - 7.73	\$ 9,000	2019	2019/20
Rutherford Road, Molong	7.73 - 8.1	\$ 11,000	2019	2019/20
Yuranigh Road, Molong	3.9068 - 5	\$ 27,000	2019	2019/20
Sandy Creek Road, Cudal	0.079 - 5	\$ 122,500	2019	2019/20
Garra Cemetery Road, Garra	0 - 1	\$ 19,500	2019	2019/20
Garra Cemetery Road, Garra	1 - 2.34	\$ 26,500	2019	2019/20
Silverdean Lane, Baldry	0 - 3.4	\$ 63,500	2019	2019/20
Bournewood Church Road, Cumnock	0.53 - 0.69	\$ 5,000	2019	2019/20
Bournewood Church Road, Cumnock	0.69 - 3.09	\$ 54,000	2019	2019/20
Bournewood Church Road, Cumnock	3.09 - 5.96	\$ 56,000	2019	2019/20
Bournewood Church Road, Cumnock	5.96 - 6.01	\$ 1,000	2019	2019/20
North Coates Creek Road, Manildra	1.67 - 2.15	\$ 14,500	2019	2019/20
North Coates Creek Road, Manildra	2.15 - 2.33	\$ 5,500	2019	2019/20
North Coates Creek Road, Manildra	2.33 - 2.45	\$ 4,000	2019	2019/20
North Coates Creek Road, Manildra	2.45 - 2.53	\$ 2,500	2019	2019/20
Mandagery Lane, Manildra	0 - 1.14	\$ 28,500	2019	2019/20
Rangoon Lane, Cumnock	1.96 - 2.05	\$ 1,500	2019	2019/20
Jennings Lane, Borenore	0 - 0.26	\$ 8,000	2019	2019/20
Jennings Lane, Borenore	1.38 - 2.13	\$ 17,500	2019	2019/20
Fairview Road, Garra	0.03 - 1.32	\$ 20,000	2019	2019/20
Fairview Road, Garra	1.32 - 1.56	\$ 4,000	2019	2019/20
Lemmons Road, Borenore	0 - 1.61	\$ 32,000	2019	2019/20
Rosehill Lane, Cumnock	0 - 0.97	\$ 19,500	2019	2019/20
Bradys Road, Larras Lee	0.8 - 1.25	\$ 13,500	2019	2019/20
Bradys Road, Larras Lee	1.25 - 1.46	\$ 6,500	2019	2019/20
Barretts Road, Garra	0.14 - 0.66	\$ 11,000	2019	2019/20
Carrolls Road, Yeoval	0.18 - 0.75	\$ 14,000	2019	2019/20
Carrolls Road, Yeoval	5.7 - 6.98	\$ 21,000	2019	2019/20
Pratten Road, Borenore	0 - 2.45	\$ 48,000	2019	2019/20
Pratten Road, Borenore	2.45 - 3.39	\$ 18,500	2019	2019/20
Heckendorfs Road, BalDrivey	0 - 2.93	\$ 57,500	2019	2019/20
Webbs Road, Molong	0 - 0.1	\$ 3,000	2019	2019/20
Greenbah Creek Road, Obley	10.23 - 10.6	\$ 7,500	2019	Unfunded
Greenbah Creek Road, Obley	10.6 - 11.64	\$ 15,500	2019	Unfunded
Greenbah Creek Road, Obley	14.15 - 16	\$ 36,500	2019	Unfunded
Greenbah Creek Road, Obley	16 - 16.66	\$ 13,000	2019	Unfunded
Nandillyan Road, Belgravia	0 - 0.8	\$ 16,000	2019	Unfunded
Coates Creek Road, Cudal	2.3828 - 2.43	\$ 1,500	2019	Unfunded
Coates Creek Road, Cudal	4.29 - 4.49	\$ 5,000	2019	Unfunded
Coates Creek Road, Cudal	4.49 - 4.59	\$ 2,500	2019	Unfunded
Mostyn Lane, Manildra	0 - 1.15	\$ 22,500	2019	Unfunded
Monaghan Road, Manildra	1.89 - 2.08	\$ 6,000	2019	Unfunded
Monaghan Road, Manildra	2.0906 - 2.62	\$ 15,500	2019	Unfunded
Monaghan Road, Manildra	5.01 - 5.79	\$ 23,000	2019	Unfunded

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Monaghan Road, Manildra	6.63 - 6.91	\$ 8,500	2019	Unfunded
Bowens Lane, Cudal	1.46 - 2.16	\$ 14,000	2019	Unfunded
Bowens Lane, Cudal	3.38 - 3.5	\$ 2,500	2019	Unfunded
Bowens Lane, Cudal	3.5 - 3.7	\$ 4,000	2019	Unfunded
Paling Yards Loop, Cudal	0.43 - 0.86	\$ 15,000	2019	Unfunded
Paling Yards Loop, Cudal	2.2 - 2.48	\$ 8,500	2019	Unfunded
Glasson Road, Cranbury	0 - 1.18	\$ 18,500	2019	Unfunded
Breens Road, Nyrang Creek	1.05 - 2.4	\$ 25,000	2019	Unfunded
Gooloogong Siding Road, Gooloogong	3.3562 - 3.79	\$ 11,000	2019	Unfunded
Jacksons Road, Trajere	0 - 0.525	\$ 10,500	2019	Unfunded
Barnes Lane, Eugowra	3.06 - 4.85	\$ 52,500	2019	Unfunded
Dripping Rock Road, Eullimore	1.31 - 4.5	\$ 47,000	2019	Unfunded
Yells Road, Murga	0 - 0.57	\$ 11,500	2019	Unfunded
Eullimore Road, Eullimore	1.799 - 2.21	\$ 12,500	2019	Unfunded
Eullimore Road, Eullimore	2.98 - 3.37	\$ 11,500	2019	Unfunded
Mackeys Creek Road, Eullimore	3.12 - 3.3	\$ 4,000	2019	Unfunded
Cleveland Road, Manildra	0.62 - 1.21	\$ 11,500	2019	Unfunded
Cleveland Road, Manildra	1.21 - 1.32	\$ 2,500	2019	Unfunded
Bulls Lane, Cadia	0.65 - 1.44	\$ 12,000	2019	Unfunded
Davis Road, Forest Reefs	0.03 - 0.81	\$ 19,000	2019	Unfunded
Griffin Road, Orange	3.974 - 5.23	\$ 37,000	2019	Unfunded
Stapletons Lane, Cudal	0 - 1.15	\$ 22,500	2019	Unfunded
Heifer Station Lane, Orange	0.02 - 1.23	\$ 22,500	2019	Unfunded
Nyrang Road, Molong	0.05 - 1.82	\$ 34,500	2019	Unfunded
Gilmore Lane, Bangaroo	0 - 0.24	\$ 5,000	2019	Unfunded
Panorama Road, Mullion Creek	0 - 0.2	\$ 3,500	2019	Unfunded
Buckland Street, Molong	0.71 - 0.84	\$ 3,000	2019	Unfunded
Forbes Street, Toogong	0 - 0.12	\$ 2,500	2019	Unfunded
Springvale Lane, Molong	0.03 - 1.85	\$ 30,000	2019	Unfunded
Googodery Road, Cumnock	0.95 - 2.64	\$ 49,000	2020	Unfunded
Belgravia Road, Belgravia	14.3605 - 16.06	\$ 22,500	2020	Unfunded
Bournewood Church Road, Cumnock	0.05 - 0.53	\$ 14,500	2020	Unfunded
Jennings Lane, Borenore	0.2728 - 1.38	\$ 33,500	2020	Unfunded
Barretts Road, Garra	0 - 0.14	\$ 3,500	2020	Unfunded
Thomas Road, Yeoval	0 - 1.15	\$ 28,000	2020	Unfunded
Greenbah Creek Road, Obley	11.64 - 13.4	\$ 34,500	2020	Unfunded
Pocknalls Road, Molong	0 - 0.39	\$ 8,000	2020	Unfunded
Reedy Creek Road, Reedy Creek	10.38 - 10.79	\$ 10,000	2020	Unfunded
Reedy Creek Road, Reedy Creek	10.79 - 11.12	\$ 8,500	2020	Unfunded
Reedy Creek Road, Reedy Creek	11.12 - 11.74	\$ 16,000	2020	Unfunded
Reedy Creek Road, Reedy Creek	11.74 - 12.09	\$ 9,000	2020	Unfunded
Reedy Creek Road, Reedy Creek	12.09 - 12.54	\$ 11,000	2020	Unfunded
Reedy Creek Road, Reedy Creek	12.54 - 13.62	\$ 26,500	2020	Unfunded
Reedy Creek Road, Reedy Creek	13.62 - 14.3	\$ 17,000	2020	Unfunded
Reedy Creek Road, Reedy Creek	14.3 - 15.19	\$ 26,000	2020	Unfunded
Coates Creek Road, Cudal	4.91 - 5.09	\$ 4,500	2020	Unfunded
Monaghan Road, Manildra	6.91 - 7.2	\$ 8,500	2020	Unfunded
Canomodine Lane, Cargo	4.67 - 4.89	\$ 5,500	2020	Unfunded
Garroods Lane, Cudal	0 - 1.7	\$ 33,500	2020	Unfunded
Gooloogong Siding Road, Gooloogong	0 - 3.35	\$ 78,000	2020	Unfunded
Gooloogong Siding Road, Gooloogong	3.79 - 4.07	\$ 7,000	2020	Unfunded

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Barnes Lane, Eugowra	5.04 - 5.61	\$ 17,000	2020	Unfunded
Hillview Lane, Eugowra	0 - 0.53	\$ 12,500	2020	Unfunded
Eulimore Road, Eulimore	2.2204 - 2.98	\$ 22,500	2020	Unfunded
Mackeys Creek Road, Eulimore	0 - 0.35	\$ 7,000	2020	Unfunded
Cleveland Road, Manildra	0 - 0.62	\$ 12,500	2020	Unfunded
Bradford Road, Toogong	0 - 1.2	\$ 29,500	2020	Unfunded
Cobley Road, Canowindra	0 - 0.29	\$ 8,500	2020	Unfunded
Dalton Road, Mullion Creek	0.4 - 0.51	\$ 2,500	2020	Unfunded
Long Point Road, Mullion Creek	11.48 - 14.52	\$ 118,500	2020	Unfunded
Long Point Road, Mullion Creek	14.52 - 17.01	\$ 97,000	2020	Unfunded
Long Point Road, Mullion Creek	17.01 - 17.94	\$ 36,500	2020	Unfunded
Long Point Road, Mullion Creek	18.5 - 23.51	\$ 195,500	2020	Unfunded
Long Point Road, Mullion Creek	23.51 - 24.86	\$ 53,000	2020	Unfunded
Griffith Lane, ?	0 - 0.42	\$ 12,500	2020	Unfunded
Lane in Block 43, Canowindra	0 - 0.21	\$ 4,500	2020	Unfunded
Lane in Block A, Canowindra	0.21 - 0.26	\$ 1,000	2020	Unfunded
McNeilly Street, Canowindra	0 - 0.21	\$ 3,500	2020	Unfunded
Back Street, Cargo	0 - 0.17	\$ 5,000	2020	Unfunded
Loftus Street, Cargo	0.28 - 0.35	\$ 2,000	2020	Unfunded
Sherwin Street, Cargo	0.12 - 0.36	\$ 5,000	2020	Unfunded
Sherwin Street, Cargo	0.36 - 0.59	\$ 5,500	2020	Unfunded
Wall Street, Cargo	0 - 0.11	\$ 2,000	2020	Unfunded
Alexandra Street, Eugowra	0 - 0.11	\$ 2,500	2020	Unfunded
Chesher Street, Eugowra	0.12 - 0.18	\$ 2,500	2020	Unfunded
Noble Street, Eugowra	1.33 - 1.5	\$ 5,000	2020	Unfunded
Noble Street, Eugowra	1.5 - 1.51	\$ 500	2020	Unfunded
Noble Street, Eugowra	1.51 - 2.31	\$ 23,500	2020	Unfunded
Lane in Block 31, Eugowra	0 - 0.21	\$ 4,500	2020	Unfunded
Granite Lane, Eugowra	0 - 0.15	\$ 4,000	2020	Unfunded
Lane in Block 4, Eugowra	0 - 0.06	\$ 1,500	2020	Unfunded
East of 32, Eugowra	0 - 0.4	\$ 8,000	2020	Unfunded
Lane in Block 40, Eugowra	0 - 0.08	\$ 2,000	2020	Unfunded
Dederang Street, Manildra	0.48 - 0.84	\$ 8,500	2020	Unfunded
Forbes Street, Manildra	0 - 0.13	\$ 3,500	2020	Unfunded
Windeyer Street, Manildra	0.44 - 0.59	\$ 4,000	2020	Unfunded
Bank Street, Molong	0.32 - 0.45	\$ 3,500	2020	Unfunded
Smith Street, Molong	0 - 0.15	\$ 4,000	2020	Unfunded
Stuart Street, Molong	0.15 - 0.26	\$ 2,500	2020	Unfunded
Lane in Block 34, Molong	0 - 0.13	\$ 2,000	2020	Unfunded
Quarry Road, Molong	0 - 0.44	\$ 13,000	2020	Unfunded
Old Dairy Lane, Molong	0 - 0.25	\$ 5,000	2020	Unfunded
Lane in Block 10, Yeoval	0 - 0.209	\$ 4,500	2020	Unfunded
George Street (2nd sector), Molong	0 - 0.12	\$ 2,500	2020	Unfunded
George Street (2nd sector), Molong	0.12 - 0.26	\$ 3,500	2020	Unfunded

14.4 Kerb & Gutter

Road Name	Segment	Estimated Cost	Kerb and Gutter Due	Budget Year
Gaskill Street, Canowindra	358 - 380	\$ 5,000	1978	Unfunded
Gaskill Street, Canowindra	385 - 453	\$ 15,000	1978	Unfunded
Ryall Street, Canowindra	744 - 749	\$ 1,500	1978	Unfunded

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Ryall Street, Canowindra	823 - 861	\$ 8,500	1978	Unfunded
Cross Street, Cudal	103 - 175	\$ 15,500	1978	Unfunded
Cross Street, Cudal	180 - 190	\$ 3,500	1978	Unfunded
MacLaughlan Street, Cumnock	937 - 940	\$ 1,000	1978	Unfunded
Gidley Street, Molong	245 - 448	\$ 44,500	1978	Unfunded
King Street, Yeoval	255 - 364	\$ 23,500	1978	Unfunded
Belmore Street, Canowindra	567 - 767	\$ 44,000	2003	Unfunded
Blatchford Street, Canowindra	192 - 257	\$ 14,500	2003	Unfunded
Blatchford Street, Canowindra	472 - 514	\$ 9,500	2003	Unfunded
Gaskill Street, Canowindra	17 - 43	\$ 6,000	2003	Unfunded
Gaskill Street, Canowindra	43 - 88	\$ 10,000	2003	Unfunded
Mill Street, Canowindra	822 - 870	\$ 4,500	2003	Unfunded
Rodd Street, Canowindra	1673 - 1716	\$ 10,000	2003	Unfunded
Rodd Street, Canowindra	1716 - 1759	\$ 9,500	2003	Unfunded
Rodd Street, Canowindra	1777 - 1878	\$ 22,500	2003	Unfunded
Ryall Street, Canowindra	682 - 852	\$ 37,500	2003	Unfunded
Ryall Street, Canowindra	692 - 737	\$ 10,500	2003	Unfunded
Ryall Street, Canowindra	1125 - 1130	\$ 2,000	2003	Unfunded
Main Street, Cudal	1583 - 1643	\$ 13,500	2003	Unfunded
Main Street, Cudal	1697 - 1765	\$ 16,000	2003	Unfunded
Cross Street, Cudal	2 - 16	\$ 3,500	2003	Unfunded
Cross Street, Cudal	20 - 140	\$ 26,500	2003	Unfunded
Obley Street, Cumnock	1166 - 1225	\$ 13,500	2003	Unfunded
Broad Street, Eugowra	179 - 187	\$ 2,000	2003	Unfunded
Chesher Street, Eugowra	10 - 19	\$ 2,500	2003	Unfunded
Oberon Street, Eugowra	253 - 424	\$ 37,500	2003	Unfunded
Pye Street, Eugowra	846 - 1022	\$ 22,000	2003	Unfunded
Willbe Street, Eugowra	197 - 345	\$ 32,500	2003	Unfunded
Derowie Street, Manildra	262 - 301	\$ 9,000	2003	Unfunded
Orange Street, Manildra	519 - 607	\$ 20,000	2003	Unfunded
Orange Street, Manildra	625 - 761	\$ 29,500	2003	Unfunded
Bank Street, Molong	638 - 703	\$ 14,500	2003	Unfunded
Bank Street, Molong	638 - 704	\$ 14,500	2003	Unfunded
Bank Street, Molong	734 - 820	\$ 19,000	2003	Unfunded
Bank Street, Molong	831 - 934	\$ 22,500	2003	Unfunded
Gidley Street, Molong	50 - 184	\$ 29,500	2003	Unfunded
Gidley Street, Molong	247 - 451	\$ 45,000	2003	Unfunded
Lee Street, Molong	246 - 457	\$ 47,000	2003	Unfunded
Phillip Street, Molong	843 - 984	\$ 27,500	2003	Unfunded
Riddell Street, Molong	1150 - 1164	\$ 3,500	2003	Unfunded
Riddell Street, Molong	1224 - 1320	\$ 21,500	2003	Unfunded
Riddell Street, Molong	1331 - 1435	\$ 23,500	2003	Unfunded
Riddell Street, Molong	1456 - 1665	\$ 46,000	2003	Unfunded
Shields Lane, Molong	16 - 25	\$ 2,000	2003	Unfunded
Forbes Street, Yeoval	262 - 351	\$ 19,000	2003	Unfunded

14.5 Footpaths

Road Name	Segment	Estimated Cost	Footpath Due	Budget Year
King Street, Yeoval	182 - 361	\$ 33,000	1978	Unfunded
Blatchford Street, Canowindra	243 - 263	\$ 5,500	1978	Unfunded
Ryall Street, Canowindra	874 - 885	\$ 2,000	1978	Unfunded
Obley Street, Cumnock	889 - 910	\$ 11,000	1978	Unfunded
Obley Street, Cumnock	921 - 940	\$ 6,000	1978	Unfunded
Obley Street, Cumnock	1004 - 1015	\$ 4,000	2003	Unfunded
Back of Shops access and, Canowindra	357 - 394	\$ 19,500	2003	Unfunded
Betts Street, Molong	307 - 415	\$ 20,000	2003	Unfunded
Edward Street, Molong	515 - 717	\$ 28,500	2003	Unfunded
Hill Street, Molong	999 - 1013	\$ 6,500	2003	Unfunded
Watson Street, Molong	260 - 323	\$ 12,000	2003	Unfunded
Forbes Street, Yeoval	526 - 547	\$ 12,000	2003	Unfunded
Forbes Street, Yeoval	950 - 981	\$ 12,000	2003	Unfunded

14.6 Roadside Structures

Road Name	Asset Type	Segment	Estimated Cost	Renewal Due	Budget Year
Back of Shops access road, Canowindra	Guard Rail, W-Beam	12 - 133	\$ 31,000	2008	Unfunded
Canowindra Street, Canowindra	Guard Rail, W-Beam	300 - 461	\$ 41,000	2013	Unfunded
Kiewa Street, Manildra	Guard Rail, W-Beam	0 - 15	\$ 4,500	2013	Unfunded
Kiewa Street, Manildra	Guard Rail, W-Beam	0 - 0	\$ 4,500	2013	Unfunded
Kiewa Street, Manildra	Guard Rail, W-Beam	10 - 27	\$ 4,500	2013	Unfunded
Kiewa Street, Manildra	Guard Rail, W-Beam	1185 - 1251	\$ 17,000	2013	Unfunded
Kiewa Street, Manildra	Guard Rail, W-Beam	1316 - 1387	\$ 18,500	2013	Unfunded
Lee Street, Molong	Guard Rail, W-Beam	252 - 346	\$ 24,000	2013	Unfunded
Obley Road, Yeoval	Guard Rail, W-Beam	70 - 101	\$ 8,000	2013	Unfunded
Obley Road, Yeoval	Guard Rail, W-Beam	70 - 101	\$ 8,000	2013	Unfunded
Obley Road, Yeoval	Guard Rail, W-Beam	122 - 157	\$ 9,000	2013	Unfunded
Obley Road, Yeoval	Guard Rail, W-Beam	122 - 152	\$ 8,000	2013	Unfunded
Gaskill Street, Canowindra	Guard Rail, Rail fence Steel RHS frame	1263 - 1480	\$ 55,000	2018	Unfunded
Tilga Street, Canowindra	Guard Rail, W-Beam	2916 - 2928	\$ 3,500	2018	Unfunded
Goodgodery Street, Cumnock	Guard Rail, W-Beam	102 - 129	\$ 7,000	2018	Unfunded
Goodgodery Street, Cumnock	Guard Rail, W-Beam	104 - 131	\$ 7,500	2018	Unfunded
Obley Street, Cumnock	Guard Rail, W-Beam	1136 - 1158	\$ 6,000	2018	Unfunded
Obley Street, Cumnock	Guard Rail, W-Beam	1141 - 1157	\$ 4,000	2018	Unfunded
Nanima Street, Eugowra	Guard Rail, W-Beam	210 - 286	\$ 20,000	2018	Unfunded
Nanima Street, Eugowra	Guard Rail, W-Beam	214 - 283	\$ 17,500	2018	Unfunded
Kiewa Street, Manildra	Guard Rail, W-Beam	1227 - 1251	\$ 7,000	2018	Unfunded
Kiewa Street, Manildra	Guard Rail, W-Beam	1316 - 1390	\$ 18,500	2018	Unfunded
Explorers Way, Manildra	Guard Rail, W-Beam	419 - 437	\$ 4,500	2018	Unfunded
Explorers Way, Manildra	Guard Rail, W-Beam	419 - 434	\$ 4,500	2018	Unfunded
Gidley Street, Molong	Guard Rail, W-Beam	172 - 183	\$ 3,000	2018	Unfunded
Hill Street, Molong	Guard Rail, W-Beam	352 - 471	\$ 35,500	2018	Unfunded

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Hill Street, Molong	Guard Rail, W-Beam	484 - 513	\$	13,500	2018	Unfunded
Hill Street, Molong	Guard Rail, W-Beam	1078 - 1179	\$	27,000	2018	Unfunded
McArdle Street, Molong	Guard Rail, W-Beam	40 - 250	\$	53,000	2018	Unfunded
Watson Street, Molong	Guard Rail, W-Beam	0 - 55	\$	16,000	2018	Unfunded
Watson Street, Molong	Guard Rail, W-Beam	999 - 1135	\$	34,500	2018	Unfunded
Euchareena Road, Molong	Guard Rail, W-Beam	47 - 60	\$	3,500	2018	Unfunded
Euchareena Road, Molong	Guard Rail, W-Beam	48 - 60	\$	3,500	2018	Unfunded
Euchareena Road, Molong	Guard Rail, W-Beam	66 - 71	\$	1,500	2018	Unfunded
Euchareena Road, Molong	Guard Rail, W-Beam	66 - 79	\$	3,500	2018	Unfunded

14.7 Rural Culverts

Council has 835/10692 rural culverts components that are assessed as having passed their intervention levels. The culverts that have been identified as requiring the most urgent attention are included in the table below. Information on the other culverts not listed here are available in the Asset Management System

Asset ID	Road Name	Defect	Estimated Cost	Budget Year
LR247-CUL11	Cadia Road	2/1200x900 Boxes, ceiling of boxes collapsing	\$ 46,000	2016/17
LR018-Cul34	Amaroo Road	3/750 Pipes, headwall has come away from pipes	\$ 7,000	2016/17
LR105-Cul3	Obley Road	2/1500x900 Boxes, Cast In situ culvert with a recent pre cast extension. Part of the older cast in situ section is collapsing	\$ 50,000	2016/17
LR205-Cul49	Casuarina Drive	1/1200x450 Box, ceiling of boxes collapsing	\$ 18,000	2016/17
LR205-Cul50	Casuarina Drive	2/1200x450 Boxes, ceiling of boxes collapsing	\$ 34,000	2016/17
LR105-Cul13	Obley Road	1/1050 Pipe, both headwalls need to be raised, shoulder and road washing away at inlet	\$ 25,000	Unfunded
LR205-Cul55	Casuarina Drive	2/1500x600 Boxes, ceiling of boxes collapsing	\$ 36,000	Unfunded
LR049-Cul10	Gumble Road	1/1200x600 Box, ceiling of boxes collapsing	\$ 18,000	Unfunded
LR049-Cul11	Gumble Road	1/1200x900 Box, ceiling of boxes collapsing	\$ 30,000	Unfunded
LR049-Cul17	Gumble Road	4/1500x900 Box, ceiling of boxes collapsing	\$ 83,000	Unfunded
LR049-Cul22	Gumble Road	1x450 and 1x375 Pipe, hole in the side of the 450, (the 375 has had a 450 extension put on both ends)	\$ 12,000	Unfunded
LR319-Cul16	Lower Lewis Ponds Road	1/1200 Pipe, steel pipe with severe rust damage	\$ 47,000	Unfunded
LR184-Cul22	Longs Corner Road	1/2100x600 Box, grout between boxes has fallen out	\$ 34,000	Unfunded
LR184-Cul39	Longs Corner Road	4/900x300 Boxes, box joints have opened up	\$ 40,000	Unfunded
LR184-Cul44	Longs Corner Road	3/1200x600 Boxes, box joints have opened up	\$ 42,000	Unfunded
LR184-Cul48	Longs Corner Road	1/1200x600, ceiling of boxes collapsing	\$ 16,000	Unfunded
LR184-Cul49	Longs Corner Road	4/1500x900, ceiling of boxes collapsing	\$ 83,000	Unfunded
LR258-Cul40	Bowan Park Road	1/600x300 Box, precast headwall is approx 300mm higher than the road	\$ 11,000	Unfunded
LR260-Cul16	Boree Lane	1/450 Pipe, hole in the top of the pipe	\$ 5,000	Unfunded
LR316-Cul39	Long Point Road	1/450 Pipe, top of pipe is exposed and has a hole in it	\$ 5,000	Unfunded
LR333-Cul30	Byng Road	2/600 Pipes, hole in the top of the pipe	\$ 14,000	Unfunded
LR357-Cul8	Cashens Lane	1/300 Pipe, hole in the top of the pipe	\$ 2,000	Unfunded
LR001-Cul16	Baldry Road	1/600x300 Box, precast headwalls higher than the road	\$ 10,000	Unfunded
LR008-Cul39	Belgravia Road	1/600 Pipe, hole in the top of the pipe	\$ 7,000	Unfunded
LR323-Cul26	Dry Creek Road	1/600 Pipe, hole in the top of the pipe	\$ 7,000	Unfunded
LR004-Cul17	Bocobra Road	1/900 Pipe, hole in road beside pipe, undermining towards the road	\$ 20,000	Unfunded
LR015-Cul6	Stapletons Road	1/450 Pipe, hole in the top of the pipe	\$ 5,000	Unfunded

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LR023-Cul29	Sandy Creek Road	2/900x450 Boxs, ceiling of boxes collapsing	\$ 26,000	Unfunded
LR043-Cul15	Bournewood Church Road	1/900x450 Box, last cell at outlet has broken leg	\$ 13,000	Unfunded
LR045-Cul12	Avondale Road	1/525 Pipe, stone headwall washed away, road washing away	\$ 5,000	Unfunded
LR069-Cul1	Hoffmans Road	1/375 Pipe, pipe is exposed and broken	\$ 4,000	Unfunded
LR084-20	Hervey Road	1/375 Pipe, collapsed pipe	\$ 4,000	Unfunded
LR127-Cul6	Mandagery Road	1/450 Pipe, pipe collapsed	\$ 6,000	Unfunded
LR156-Cul11	South Bowan Park Road	1/525 Pipe, severe shoulder wash around the headwall of the pipe	\$ 6,000	Unfunded
LR178-Cul2	Toogong Road	1/450 Pipe, broken pipe	\$ 11,000	Unfunded
LR191-Cul3	Back Mogong Road	1/450 Pipe, hole in the top of the pipe	\$ 3,000	Unfunded
LR207-Cul1	Meadowbank Road (South)	1/450 Pipe, hole in the top of the pipe	\$ 7,000	Unfunded
LR227-Cul1	Cleveland Road	1/600 Pipe, top of the pipe is exposed and has a hole in it	\$ 5,000	Unfunded
LR316-Cul49	Long Point Road	4/1200 Pipes, water flowing under the pipes as well as hole just off the side of the road	\$ 75,000	Unfunded
LR353-Cul4	Old Bocobra Road	1/375 Pipe, pipe is exposed and broken	\$ 2,000	Unfunded
LR355-Cul2	West Road	1/375 Pipe, has no headwall and road is washing away	\$ 2,000	Unfunded
LR386-Cul10	Peak Hill Road	1/450 Pipe, hole in road beside pipe, undermining towards the road	\$ 6,000	Unfunded
LR424-Cul4	Glenelga Road	1/750 Pipe, pipe has collapsed in the middle	\$ 5,000	Unfunded
LR001-Cul42	Baldry Road	3/2400x1800 Boxes, shoulder washing away	#N/A	Unfunded
LR215-Cul5	Cookamidgera Road	1/525 Pipe, water has washed away under road and around pipe, Approx. 1.5m Under road	\$ 6,000	Unfunded
LR226-Cul2	Mt Pleasant Road	1/375 Pipe, top of the pipe is exposed and has a hole in it	\$ 3,000	Unfunded
LR322-Cul2	Kinross Lane	1/450 Pipe, joint has opened up causing hole in road	\$ 3,000	Unfunded
LR331-Cul2	Gordon Road	1/375 Pipe, hole in the top of the pipe	\$ 2,000	Unfunded
LR331-Cul6	Gordon Road	1/750 Pipe, hole in the top of the pipe	\$ 12,000	Unfunded
LR393-Cul7	Broken Shaft Close	1/1800 Pipe, steel pipe with bottom rusting	\$ 91,000	Unfunded
LR393-Cul9	Broken Shaft Close	1/450 Pipe, headwall has come away and is washing back under the road	\$ 8,000	Unfunded
MR237A-CUL107	Cargo Road	1/2600 Steel Pipe, bottom of pipe is completely rusted away	\$ 71,000	Unfunded
MR237A-Cul44	Cargo Road	1/900x300 Box, ceiling of boxes collapsing	\$ 14,000	Unfunded
MR234-Cul42	Banjo Paterson Way	1/450 Pipe, joint has opened up causing hole in road	\$ 6,000	Unfunded
MR238-Cul31	Nangar Road	3/1050 Pipes, hole in the top of the pipe	\$ 63,000	Unfunded
MR7511-Cul2	Belubula Way	3/1500x600 Boxes, ceiling of boxes collapsing	\$ 59,000	Unfunded
MR233-Cul22	Renshaw-McGirr Way	2/600 Pipes, shoulder and edge of road giving way, headwall needs raising	\$ 15,000	Unfunded

14.8 Urban Culverts

Road Name	Asset Type	Estimated Cost	Year Due	Budget Year
Blatchford Street, Canowindra	Open Channel 200mm x 200mm x 45.93m	\$ 4,000	1959	Unfunded
Blatchford Street, Canowindra	Pit 1000mm x 1000mm x 400mm	\$ 2,500	1959	Unfunded
Ferguson Street, Canowindra	Pit 1800mm x 1800mm x 1300mm	\$ 8,000	1959	Unfunded
Gaskill Street, Canowindra	Pipe 300mm x 300mm x 12.29m	\$ 2,500	1959	Unfunded
Gaskill Street, Canowindra	Pit 600mm x 600mm x 1700mm	\$ 3,000	1959	Unfunded
Watson Street, Molong	Pit 1000mm x 1000mm x 1000mm	\$ 3,500	1959	Unfunded
Blatchford Street, Canowindra	Pit 1000mm x 1000mm x 400mm	\$ 2,500	1996	Unfunded
Blatchford Street, Canowindra	Pit 1000mm x 1000mm x 400mm	\$ 2,500	1996	Unfunded

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Blatchford Street, Canowindra	Pit 1100mm x 1100mm x 500mm	\$ 3,000	1996	Unfunded
Ferguson Street, Canowindra	Pit 1000mm x 1000mm x 1200mm	\$ 4,000	1996	Unfunded
Finn Street, Canowindra	Pit 900mm x 900mm x 700mm	\$ 2,500	1996	Unfunded
Finn Street, Canowindra	Pit 1000mm x 1000mm x 700mm	\$ 3,000	1996	Unfunded
Finn Street, Canowindra	Pit 1000mm x 1000mm x 700mm	\$ 3,000	1996	Unfunded
Gaskill Street / Tilga Street, Canowindra	Pipe 450mm x 450mm x 27.43m	\$ 10,000	1996	Unfunded
Gaskill Street, Canowindra	Pit 1000mm x 1000mm x 400mm	\$ 2,500	1996	Unfunded
Gaskill Street, Canowindra	Pit 1000mm x 1000mm x 600mm	\$ 3,000	1996	Unfunded
Gaskill Street, Canowindra	Pit 1100mm x 1100mm x 500mm	\$ 3,000	1996	Unfunded
Gaskill Street, Canowindra	Pit 1100mm x 1100mm x 800mm	\$ 3,500	1996	Unfunded
Gaskill Street, Canowindra	Pit 1100mm x 1100mm x 800mm	\$ 3,500	1996	Unfunded
Gaskill Street, Canowindra	Pit 1100mm x 1100mm x 800mm	\$ 3,500	1996	Unfunded
Dudley Street, Canowindra	Pit 400mm x 400mm x 500mm	\$ 1,000	1996	Unfunded
Dudley Street, Canowindra	Pit 750mm x 750mm x 750mm	\$ 2,500	1996	Unfunded
Mill Street, Canowindra	Box 1200mm x 1200mm x 95.51m	\$ 153,500	1996	Unfunded
Rodd Street, Canowindra	Pit 900mm x 900mm x 700mm	\$ 2,500	1996	Unfunded
Rodd Street, Canowindra	Pit 900mm x 900mm x 700mm	\$ 2,500	1996	Unfunded
Ryall Street, Canowindra	Pit 1000mm x 1000mm x 600mm	\$ 3,000	1996	Unfunded
Tilga Street, Canowindra	Pit 750mm x 750mm x 750mm	\$ 2,500	1996	Unfunded
Tilga Street, Canowindra	Pit 750mm x 750mm x 750mm	\$ 2,500	1996	Unfunded
Waddell Street, Canowindra	Pit 900mm x 900mm x 900mm	\$ 3,000	1996	Unfunded
Back of Shops Access Road / Gaskill Street, Canowindra	Pipe 300mm x 300mm x 77.68m	\$ 15,500	1996	Unfunded
Bank Street, Molong	Pit 1800mm x 1800mm x 1000mm	\$ 7,000	1996	Unfunded
Bank Street, Molong	Pit 2000mm x 2000mm x 1500mm	\$ 9,500	1996	Unfunded
Gidley Street, Molong	Box 600mm x 600mm x 66.57m	\$ 132,000	1996	Unfunded
Gidley Street, Molong	Box 600mm x 600mm x 36.16m	\$ 71,500	1996	Unfunded
Gidley Street, Molong	Box 600mm x 600mm x 9.68m	\$ 19,500	1996	Unfunded
McArdle Street, Molong	Pit 1000mm x 1000mm x 700mm	\$ 3,000	1996	Unfunded
Watson Street, Molong	Pit 1300mm x 1300mm x 700mm	\$ 4,000	1996	Unfunded
Wellington Street, Molong	Pit 900mm x 900mm x 1500mm	\$ 4,000	1996	Unfunded
Canowindra	Pit 800mm x 800mm x 1100mm	\$ 3,000	1996	Unfunded
Cargo	Pipe Barrel	\$ 500	1959	Unfunded
Cargo	Pipe Barrel	\$ 500	1959	Unfunded
Cargo	Pipe Barrel	\$ 500	1959	Unfunded
Cargo	Box Barrel	\$ 1,000	1959	Unfunded
Cargo	Pipe Barrel	\$ 500	1959	Unfunded
Cudal	Pipe Barrel	\$ 500	1959	Unfunded
Cudal	Pipe Barrel	\$ 500	1959	Unfunded
Cudal	Pipe Barrel	\$ 500	1959	Unfunded
Cudal	Inlet Pit	\$ 2,500	1959	Unfunded
Cudal	Pipe Barrel	\$ 500	1959	Unfunded
Cudal	Pipe Barrel	\$ 500	1959	Unfunded
Cudal	Pipe Barrel	\$ 500	1959	Unfunded
Cudal	Pipe Barrel	\$ 500	1959	Unfunded
Cudal	Box Barrel	\$ 1,000	1959	Unfunded
Cudal	Inlet Pit	\$ 7,000	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded

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Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Inlet Pit	\$ 1,500	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Pipe Headwall	\$ 1,000	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Inlet Pit	\$ 3,000	1959	Unfunded
Eugowra	Pipe Barrel	\$ 1,000	1959	Unfunded
Eugowra	Pipe Barrel	\$ 1,000	1959	Unfunded
Eugowra	Pipe Barrel	\$ 1,500	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Junction Pit	\$ 3,000	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Arch Barrel	\$ 500	1959	Unfunded
Eugowra	Pipe Barrel	\$ 500	1959	Unfunded
Eugowra	Arch Barrel	\$ 500	1959	Unfunded
Manildra	Inlet Pit	\$ 4,500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Pipe Headwall	\$ 1,500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Junction Pit	\$ 3,000	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Box Barrel	\$ 1,000	1959	Unfunded
Manildra	Box Barrel	\$ 1,500	1959	Unfunded
Manildra	Box Barrel	\$ 1,000	1959	Unfunded
Manildra	Pipe Barrel	\$ 1,000	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Junction Pit	\$ 3,000	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Junction Pit	\$ 3,000	1959	Unfunded
Manildra	Box Barrel	\$ 1,000	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Junction Pit	\$ 3,000	1959	Unfunded
Manildra	Inlet Pit	\$ 2,000	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded

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Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Manildra	Pipe Barrel	\$ 500	1959	Unfunded
Yeoval	Box Barrel	\$ 1,500	1959	Unfunded
Yeoval	Box Barrel	\$ 1,000	1959	Unfunded
Yeoval	Junction Pit	\$ 3,000	1959	Unfunded
Yeoval	Box Barrel	\$ 1,000	1959	Unfunded
Yeoval	Box Barrel	\$ 1,000	1959	Unfunded
Yeoval	Box Headwall	\$ 2,000	1959	Unfunded
Yeoval	Box Barrel	\$ 1,000	1959	Unfunded
Yeoval	Pipe Barrel	\$ 500	1959	Unfunded
Yeoval	Junction Pit	\$ 3,000	1959	Unfunded
Yeoval	Pipe Barrel	\$ 500	1959	Unfunded
Yeoval	Pipe Barrel	\$ 500	1959	Unfunded
Cargo	Box Barrel	\$ 3,500	1996	Unfunded
Cargo	Box Barrel	\$ 3,500	1996	Unfunded
Cargo	Pipe Barrel	\$ 500	1996	Unfunded
Cudal	Inlet Pit	\$ 2,000	1996	Unfunded
Cudal	Pipe Barrel	\$ 500	1996	Unfunded
Cudal	Pipe Headwall	\$ 2,000	1996	Unfunded
Cudal	Pipe Headwall	\$ 2,000	1996	Unfunded
Cumnock	Box Headwall	\$ 27,000	1996	Unfunded
Cumnock	Pipe Headwall	\$ 3,000	1996	Unfunded
Eugowra	Box Barrel	\$ 1,500	1996	Unfunded
Eugowra	Box Barrel	\$ 1,500	1996	Unfunded
Manildra	Box Barrel	\$ 1,500	1996	Unfunded
Manildra	Box Barrel	\$ 1,000	1996	Unfunded
Manildra	Junction Pit	\$ 3,000	1996	Unfunded
Manildra	Box Barrel	\$ 1,500	1996	Unfunded
Yeoval	Pipe Headwall	\$ 2,000	1996	Unfunded
Yeoval	Pipe Headwall	\$ 2,000	1996	Unfunded

15. Appendix B: Upgrade / New Capital Works

PRIORITY 1 PROJECTS		
PROJECT NAME / LOCATION	PROJECT DETAILS	PROJECT COST
REGIONAL ROADS UPGRADES		
MR234 Banjo Paterson Way	Key linkage between Molong and Yeoval. Substandard condition prevents heavy vehicle access. Remediation works proposed would allow gazettement as a B-double route. Undertake road realignment and shoulder widening in four different stages. Fixing Country Road Round 3 Grant received (\$4,010,629)	\$4,455,487
MR238 Nangar Road	Connection from Canowindra to Eugowra. Partial heavy vehicle route, for access to the Nyrang Silo's. Regional Road Repair Program Grant (\$290,000) received 02 Mar 2018	\$580,000
MR237 Cargo Road	Upgrade Cargo Road from Canomodian Lane to Canowindra Road to access as B-Double Route for West lime Quarry (pending Heavy Vehicle Safety and Productivity program grant \$825,000)	\$1,650,000
MR573 Burrendong Way	Connection from Orange to Burrendong Dam via Mullion Creek. Tourist Route. (Pending Black Spot Grant \$499,946)	\$1,500,000
LOCAL ROADS UPGRADES		
LR314 Ophir Road	Popular Tourist route. Seal road along the existing alignment 6.5 km from the limit of the existing seal through to the causeway	\$1,860,000
LR526 Mount Canobolas Road	Undertake pavement upgrades (\$180,000), shoulder widening (\$200,000) and sealing of gravel pavement sections (\$320,000) to provide fully sealed road to the top of Mt Canobolas.	\$700,000
LR288 Lake Canobolas Road	Popular tourist route and cyclist area. Construct safety improvements (\$750,000), culvert widening (\$250,000) intersection upgrade at Cargo Road (\$320,000), shoulder widening (\$300,000), pavement upgrades (\$450,000) and seal upgrades (\$250,000) of principal access road to Mt Canobolas.	\$2,320,000
LR024 Packham Road	Primary route linking Molong to Manildra. Upgrades are required to allow it to be a B Double route, significantly reducing truck travel times from Molong to Manildra. Works involve pavement widening and pavement upgrades (pending Heavy Vehicle Safety and Productivity program grant \$845,000)	\$1,690,000
LR105 Obley Road	Upgrade 5km Obley Road to Dubbo boundary (pending Heavy Vehicle Safety and Productivity program grant \$730,000)	\$1,460,000
LR186, LR187, LR427, LR184 West Canowindra Heavy Vehicle Route	Linkage of MR310 Canowindra Road to Nangar Road to provide B-Double access through West Canowindra. Upgrade Longs Corner Road, Rygates Lane and Wenz Lane to provide B-Double Access from MR310 to MR237 Nangar Road/Nangar Silo's	\$2,260,000
LR155 Gavins Lane - Davys Plain Road	Shoulder Rehabilitation and Safety Improvements – Road Widening, drainage improvement (Pending Resources for Region Grant \$985,405)	\$1,385,000
LR243 Four Mile Creek Road	Shoulder Rehabilitation and Safety Improvements – Road Widening, safety rail (Pending Resources for Region Grant \$410,000 & Black spot \$997,445)	\$1,407,445

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LR274 Vittoria Road	Shoulder Rehabilitation and Safety Improvements – Road Rehabilitation, drainage improvement, tree vegetation removal (Pending Resources for Region Grant \$1,250,000)	\$1,650,000
Woodville Road-Waldergrave Road and Long Swamp Road Intersection Upgrade	Road Realignment and Safety improvement (Pending Resources for Region Grant \$750,000)	\$750,000
LOCAL ROAD BRIDGES		
LR104 Gundong Road	Undertake Washpen Creek Bridge replacement and realignment. High priority due to improved productivity resulting from the bridge's replacement.	\$1,550,000
SHARED PATHWAY PROJECTS		
	Pending Active Transport - Connecting Centres (Cycling) Infrastructure Grant	
Canowindra Township	Shared path on Blatchford Street and 4 bike parking (10 spaces) at Canowindra High, Canowindra Public and St Edwards Primary and 1 bike parking (5 spaces) on Gaskill	\$268,125
Canowindra Township	Shared user path total length of 250m along the North side of Lola Street from Belmore Street to Charlotte Street and from Charlotte Street to Tilga to the start of the shops, and the north side of Belmore Street from Charlotte Street to Tilga Street. 4 of bike parking (10 spaces) at Canowindra High School, Canowindra Public School, St Edward's Primary School & sportsground & 1 of bike parking (5 spaces) on Gaskill Street near supermarket	
Cargo Township	Shared user path along the south side of Toogong Street from Smith Street to school entrance and from Wall Street to Cargo Street, and west side of Cargo Street from health centre to Main Street. 2 of bike parking (10 spaces) at Cudal Public School & sportsground, and 1 of bike parking (5 spaces) on Main Street near Council office.	\$91,905
Yeoval Township	Shared user path length of 573m along the south side of King Street from Crown Street to Forbes Street, along the north side of King Street from Forbes Street to Lucknow Street, along the west side of Lucknow Street from King Street to the existing shared path, and along the west side of Forbes Street from Bathurst Street to the primary school. 3 of bike parking (10 spaces) at Yeoval Central School, St Columba's Primary School & sportsground.	\$215,215
Cumnock Township	Shared user path total length of 225m along the north side of McLaughlan Street from the pool to the sportsground link, and along the south side of McLaughlan Street from the Police Station to Railway Parade. 1 of bike parking (10 spaces) at Cumnock Public School	\$93,555
Molong Township	Shared user path with a width of 2.5m and total length of 808m along the north side of Phillip Street St from Smith St to Ridell Street.	\$141,776
URBAN STORMWATER IMPROVEMENTS		
Canowindra retention basin	Construct stormwater retention basin in Canowindra to provide protection to properties.	\$90,000
Canowindra Commercial Area Stormwater Upgrades	Significant upgrades to the drainage network in the Commercial Area of Canowindra	\$600,000
FLOODING / DRAINAGE IMPROVEMENTS		
Eastern Eugowra Drainage	Construct drainage works in eastern Eugowra to provide flooding protection to properties in the eastern section of the town. Drainage works to operate in conjunction with levee project.	\$450,000

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PRIORITY 2 PROJECTS		
PROJECT NAME / LOCATION	PROJECT DETAILS	PROJECT COST
LOCAL ROADS UPGRADES		
LR328 Emu Swamp Road	Seal the unseal section of the 2.85km Road	\$250,000
LR323 Dry Creek Road, Lewis Pond	Seal the unseal section of the 7.0km Road	\$850,000
Lower Lewis Pond near wildwood Cottage	Road realignment and safety improvement	\$300,000
LR257 Forest Reefs Road	Construct heavy patching, pavement upgrades and resealing.	\$450,000
LR352 Orchard Road	Construct heavy patching, pavement upgrades and resealing.	\$350,000
LR338 Ostini Lane	Remove pine trees to provide clear zone.	\$100,000
LR397 Deervale Lane	Pavement Rehabilitation and resealing	\$150,000
LR370 Strathnook Lane	Pavement Rehabilitation and resealing	\$100,000
LR008 Belgravia Road	Road realignment at road slips. Provides access from Mullion Creek to Molong	\$600,000
LR007 Euchareena Road	Undertake pavement rehabilitation, drainage and resealing.	\$600,000
LR296 Tantallon Road	Provide new seal for existing gravel road.	\$450,000
LR285 Old Canobolas Road	Undertake pavement widening, resealing and vegetation removal, extended seal 1.3km to Cargo Road	\$600,000
LR264 Borenore Road	Construct road widening, pavement rehabilitation and resealing.	\$850,000
LOCAL ROAD BRIDGES		
LR204 Rivers Road	Construction of the Belubula River Bridge replacement. Existing structure is timber and load limited. This route would improve access to Nangar Silo's. Joint project with Cowra Shire Council	\$1,300,000
URBAN STORMWATER IMPROVEMENTS		
Eugowra Stormwater Improvements	Construct general stormwater improvements throughout the Eugowra township including Cooper/Icely Sts pits and pipes and Hill/North Sts pits and pipes.	\$50,000
UR7022 Marsden and Deight Street, Molong	Undertake drainage improvements at the intersection of Marsden and Deight Streets, Molong.	\$120,000
UR7011 Gidley Street, Molong	Install stormwater culverts in Gidley Street to eliminate drainage problem.	\$180,000

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ROADSIDE PROJECTS		
Molong Truck Wash	Construction of a single bay covered truck wash and effluent disposal pit at Creosus street	\$761,470
Nanima St, Eugowra	Construction of crossing facilities on Nanima St, Eugowra (Pending Walking Communities - Council Partnership Funding Infrastructure Grant)	\$33,715
PEDESTRIAN & FOOTPATH PROJECTS		
Canowindra township works	Undertake pedestrian and footpath projects throughout the Canowindra township.	\$1,170,000
Molong township works	Undertake pedestrian and footpath projects throughout the Molong township.	\$1,340,000
CYCLEWAY PROJECTS		
Mullion Creek	Shared Mobility access pathway construction under stronger community Grant 2018 (\$115,750)	\$331,500
Manildra and Cudal	Shared Mobility access pathway construction under stronger community Grant 2018 (\$155,537)	\$311,074

PRIORITY 3 PROJECTS

PROJECT NAME / LOCATION	PROJECT DETAILS	PROJECT COST
REGIONAL ROAD BRIDGES		
MR237 Cargo Road	Undertake Molong Creek Bridge maintenance and pavement upgrade	\$250,000
LOCAL ROADS UPGRADES		
LR151 Mousehole Lane	Undertake floodway works.	\$20,000
LR324 Post Office Lane	Undertake pavement reconstruction and realignment.	\$750,000
LR255 Greening Lane	Construct new and upgraded causeways.	\$150,000
Canowindra Local Roads	Undertake rehabilitation and resealing of various local roads within the Canowindra township.	\$545,000
Molong Local Roads	Undertake rehabilitation and resealing of various local roads within the Molong township.	\$475,000
LR004 Bocobra Road	Provide new seal for existing gravel road.	\$400,000
LR195 Fish Fossil Drive	Provide new seal for existing gravel road.	\$450,000
LR299 Archer Road	Construct realignment and seal road.	\$200,000
UR7001 Bank Street	Provide asphalt surfacing and precinct works to Bank Street between Watson St and Gidley St, Molong.	\$250,000

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LR017 Strathmore Lane	Provide new seal for existing gravel road.	\$200,000
LR294 Griffin Road	Provide new seal for existing gravel road.	\$20,000
LR687 Rosella Place	Provide new seal for existing gravel road.	\$60,000
LOCAL ROAD BRIDGES		
LR004 Bocobra Road	Construct St Germain's Creek Bridge replacement.	\$600,000
LR321 Gowan Road	Project involves the replacement and realignment of the existing box culverts. Proposed bridge structure to provide all weather access	\$1,600,000
LR170 Baghdad Road	Construct new bridge at Baghdad Rd to replace old timber bridge.	\$500,000
LR316 Long Point Road	Construct new bridge across the Macquarie River at Long Point Road to provide linkage between Cabonne Council area and Mudgee.	\$25,000,000
URBAN STORMWATER IMPROVEMENTS		
Canowindra Stormwater Improvements	Construct general stormwater improvements throughout the Canowindra township including Finn St stormwater pits, Finns Lane pipes, Gaskill St pits and pipes, Tilga St pits and pipes, Blatchford St channel and culvert, Ferguson St pits, Rodd St pits and Ryall, Dudley and Waddell Sts pits.	\$100,000
Molong Stormwater Improvements	Construct general stormwater improvements throughout the Molong township including Bank St stormwater pits, Wellington St drainage, Watson St drainage and McArdle St drainage.	\$40,000
MOL367 William and Riddell St	Construct stormwater culvert at the intersection of William and Riddell Streets, Molong to provide flood-free access.	\$65,000
UR1033 Lockwood Road Canowindra	Construct SES site drainage improvements.	\$60,000
LR252 Gorham Road	Construct new drainage to rectify drainage problem.	\$25,000
UR2015 Molong/Powers Street	Construct stormwater drainage pipework to fix drainage problem.	\$10,000
LR268 Cowriga Road	Construct new drainage to rectify drainage problem.	\$15,000
ROADSIDE PROJECTS		
UR7001 Bank Street	Provide additional street lighting in Bank Street near King Street	\$10,000
CYCLEWAY PROJECTS		
Cargo township works	Undertake cycleway projects throughout the Cargo township.	\$320,000
Cudal township works	Undertake cycleway projects throughout the Cudal township.	\$1,095,000
Cumnock township works	Undertake cycleway projects throughout the Cumnock township.	\$925,000
Eugowra township works	Undertake cycleway projects throughout the Eugowra township.	\$2,175,000

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Manildra township works	Undertake cycleway projects throughout the Manildra township.	\$285,000
Mullion Creek township works	Undertake cycleway projects throughout the Mullion Creek township.	\$600,000
Yeoval township works	Undertake cycleway projects throughout the Yeoval township.	\$505,000

16. Appendix D: 20 Year Financial Plan (2018 \$,000)

Year	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2035/37	Average
Income																				
Annual Charges - Section 611 Charges	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	\$ 1
Discretionary Fees - Other	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6	\$ 5
Lease Rental Received	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	7	\$ 6
Operating Grants - Street Lighting	38	38	39	39	40	40	41	41	41	42	42	43	43	44	44	45	45	46	46	\$ 42
Operating Contributions - RFS	70	71	72	72	73	74	75	76	76	77	78	79	80	81	81	82	83	84	85	\$ 77
Op Grants- Roads to Recovery	936	946	957	967	977	988	999	1,010	1,021	1,032	1,043	1,055	1,066	1,078	1,089	1,101	1,113	1,125	1,138	\$ 1,028
Regional Roads Block Grant	1,606	1,624	1,641	1,659	1,677	1,695	1,714	1,733	1,752	1,771	1,790	1,809	1,829	1,849	1,869	1,890	1,910	1,931	1,952	\$ 1,764
Repair Program/Resource for Region	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	\$ 400
Fixing Country Roads/Other	4,010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Council Reserves - Budget	7,930	8,218	8,302	8,387	8,472	8,559	8,646	8,734	8,824	8,914	9,005	9,098	9,211	9,306	9,401	9,498	9,595	9,531	47,821	\$ 8,868
Total	15,001	11,308	11,421	11,535	11,651	11,768	11,886	12,005	12,126	12,248	12,371	12,496	12,641	12,769	12,898	13,028	13,160	13,130	51,455	12,191
Renewal Budget																				
Local Seals	1,394	1,409	1,425	1,440	1,456	1,472	1,488	1,504	1,520	1,537	1,554	1,571	1,588	1,605	1,622	1,640	1,658	1,676	1,479	\$ 1,531
Local Sealed Pavements	1,140	1,152	1,165	1,178	1,191	1,203	1,217	1,230	1,243	1,257	1,271	1,284	1,298	1,313	1,327	1,341	1,356	1,371	1,211	\$ 1,252
Kerb & Gutter	75	77	77	78	79	80	81	82	83	84	84	85	86	87	88	89	90	74	1,483	\$ 82
Footpaths	189	128	129	131	132	133	135	136	138	139	141	142	144	145	147	149	150	124	2,471	\$ 141
Regional Roads	5,149	1,624	1,641	1,659	1,677	1,695	1,714	1,733	1,752	1,771	1,790	1,809	1,849	1,869	1,890	1,910	1,931	1,834	36,681	\$ 1,961
Culverts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ -
Roadside Structures	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ -
Gravel Roads	1,179	1,191	1,204	1,218	1,231	1,244	1,258	1,271	1,285	1,299	1,314	1,328	1,342	1,357	1,372	1,387	1,402	1,417	1,433	\$ 1,294
Bridges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	\$ -
Total	\$ 9,126	\$ 5,581	\$ 5,642	\$ 5,703	\$ 5,765	\$ 5,828	\$ 5,892	\$ 5,956	\$ 6,021	\$ 6,087	\$ 6,153	\$ 6,220	\$ 6,308	\$ 6,376	\$ 6,446	\$ 6,516	\$ 6,587	\$ 6,496	\$ 44,758	\$ 6,261
Maintenance																				
Sealed Urban Roads	296	299	302	305	309	312	316	319	322	326	330	333	337	340	344	348	352	356	359	\$ 325
Sealed Rural Roads	851	860	870	879	889	899	908	918	928	938	949	959	969	980	991	1,001	1,012	1,023	1,035	\$ 935
Unsealed Rural Roads	1,668	1,687	1,705	1,724	1,742	1,761	1,780	1,800	1,820	1,839	1,859	1,880	1,900	1,921	1,942	1,963	1,984	2,006	2,028	\$ 1,832
Regional Roads	922	933	943	953	963	974	984	995	1,006	1,017	1,028	1,039	1,051	1,062	1,074	1,085	1,097	1,109	1,121	\$ 1,013
Footpaths	175	177	179	181	183	185	187	189	191	193	195	197	199	201	204	206	208	210	213	\$ 192
Kerb and Gutter	233	236	238	241	243	246	249	251	254	257	260	263	265	268	271	274	277	280	283	\$ 256
Bridges	300	303	307	310	313	317	320	324	327	331	334	338	342	345	349	353	357	361	365	\$ 329
Total	\$ 4,446	\$ 4,494	\$ 4,543	\$ 4,593	\$ 4,643	\$ 4,693	\$ 4,744	\$ 4,796	\$ 4,848	\$ 4,901	\$ 4,955	\$ 5,009	\$ 5,063	\$ 5,118	\$ 5,174	\$ 5,231	\$ 5,288	\$ 5,345	\$ 5,404	\$ 4,882
Operations																				
Inspection Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lighting	294	297	300	303	307	310	313	317	320	324	327	331	335	338	342	346	349	353	357	\$ 323
Total	\$ 294	\$ 297	\$ 300	\$ 303	\$ 307	\$ 310	\$ 313	\$ 317	\$ 320	\$ 324	\$ 327	\$ 331	\$ 335	\$ 338	\$ 342	\$ 346	\$ 349	\$ 353	\$ 357	\$ 323
Upgrade / Expansion																				
Road to Recovery/RMS Safety	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936
Canowindra Stormwater Upgrades	200																			\$ 200
Total	\$ 1,136	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 936	\$ 947
Total Expenditure	\$ 15,001	\$ 11,308	\$ 11,421	\$ 11,535	\$ 11,651	\$ 11,768	\$ 11,886	\$ 12,005	\$ 12,126	\$ 12,248	\$ 12,371	\$ 12,496	\$ 12,641	\$ 12,769	\$ 12,898	\$ 13,028	\$ 13,160	\$ 13,130	\$ 51,455	\$ 12,413
Rolling Backlog	\$ 8,874	\$ 8,611	\$ 8,593	\$ 7,838	\$ 8,088	\$ 9,374	\$ 8,930	\$ 8,617	\$ 10,078	\$ 11,097	\$ 14,834	\$ 19,467	\$ 21,482	\$ 22,250	\$ 21,122	\$ 19,959	\$ 21,910	\$ 19,068	\$ 13,301	\$ 13,301

Rolling backlog calculated using the available data (Road Condition Assessment and Revaluation 2015), may not reflect the actual existing backlog. Actual Backlog will be adjusted in 2019/2020 FY after the next revaluation of roads completed.

